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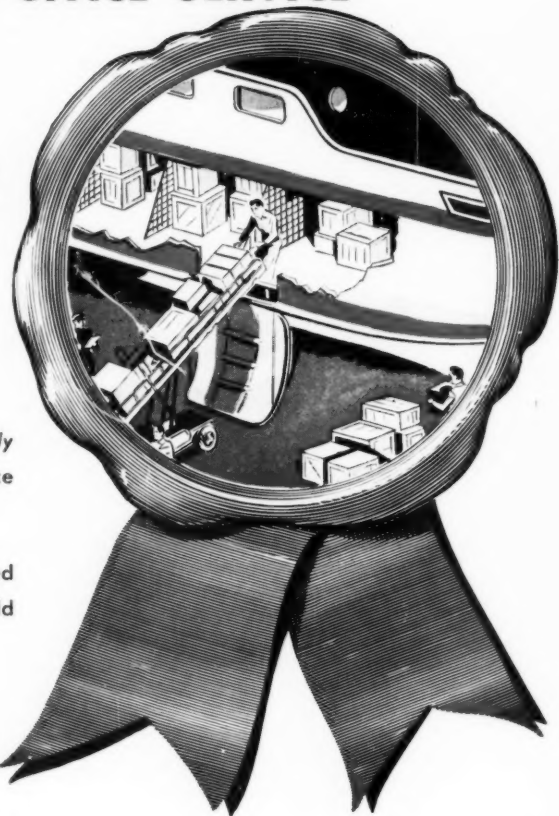
Foreign Trade Issue

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AIR TRANSPORTATION

**The world's first and only
air cargo magazine**

Established October, 1942

AIR TRANSPORTATION, published on the 15th of each month, is devoted (1) to the furtherance of air cargo as the newest and most significant form of freight transportation, (2) the promotion of domestic and international air commerce as an integral factor in progress, prosperity and peace; and (3) the establishment of a safe and sound national as well as international air transportation system. Subscription rate for United States and Possessions, \$5.00 for one year, \$8.00 for two years, and \$11.00 for three years; foreign countries, \$6.00 for one year, \$10.00 for two years, and \$14.00 for three years.

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COVER

Dramatizing this year's Foreign Trade Issue cover is the Douglas DC-6, biggest sister of the original workhorse of the air—the DC-3. Last month the wraps were taken off the DC-6 *Liftmaster*, newest of the cargo planes.

Let's look at
Beechcraft advantages
BONANZA

from the owner's
viewpoint



You want speed . . .

The Beechcraft Bonanza cruises at 170 miles per hour at 8,000 feet, using only 56% of engine's maximum rated take-off power. *No engine overload.* Top speed of 181 miles per hour at sea level. (Bonanza performance figures guaranteed.)



. . . but you want strength and ruggedness, too. See how well the ship handles on short, rough fields. See that low, sturdy landing gear with wide tread and struts exclusively cross-braced. No pitching — because of nose gear position and long wheel base. Allows greater braking.

You want high performance

Your Beechcraft Bonanza has a range of 750 miles, a service ceiling of 17,100 feet. You get the extra speed with an extra margin of safety. Carries four people and more than 135 pounds of baggage.



. . . but you want economy, too.

Beechcraft Bonanza fuel consumption amounts to only 9½ gallons per hour at cruising speed. Because of lack of engine overload, there's less engine wear. Seat-mile cost reaches as low as 1¼ cents. Real savings!

You want safety . . .

Tough, sturdy framework gives you safety "plusses." Rated in *utility* category at *full gross weight*, with a limit flight load factor of 4.4 G's, the Beechcraft A35 Bonanza underwent radio controlled dive tests at 275 miles per hour, pulling out safely at 3 G's.



. . . but you want beauty and comfort, too. Exclusive retractable step and limousine door let you enter and leave with ease; preserve feminine dignity! Room to spare for four in the handsome, *sound-proofed* cabin. Maximum 5-way visibility.

Compare these performance features

- Top speed, 181 mph
- Cruising speed, 170 mph
- Range, 750 miles
- Service ceiling, 17,100 feet
- Fuel economy, 9½ gal. per hour

Compare these comfort features

- Exclusive retractable step
- Limousine entrance
- Insulated, sound-proofed cabin
- Quickly removable rear seat
- Luggage compartment accessible two ways

Beechcraft

BONANZA

MODEL A35

BEECHCRAFTS ARE THE AIR FLEET OF AMERICAN BUSINESS

Guest Air Cargo Editorial No. 25

J. V. ROSCOE
Traffic-Sales Manager
Atlantic Division

PAN AMERICAN WORLD AIRWAYS



J. V. Roscoe

WHAT does the exporter-importer want? This question is one which should get primary consideration in handling problems concerning air cargo. It is the key to all cargo enterprises for the exporter-importer who can make it successful or break it if his needs are not met.

It is true there are as many different types of export and import businesses as there are commodities to be shipped, but there are basic similarities, needs, and interests. Although he may be "sold" on using air for his emergency shipments and samples, perishables, dated commodities subject to obsolescence, or general merchandise through the familiar advantages of speed, light packing, smaller inventories, less capital and lower pilferage and damage, the exporter-importer will be a dissatisfied user unless the carrier considers and handles cargo problems from the customer's viewpoint.

Good advertising or publicity or intentions are not substitutes for reliability and frequency. With the shipper's income, business, and reputation at stake, he is looking for the carrier who protects his interests. Reliable service can only be provided by carriers with scheduled high frequency to handle any of his shipments, whether large or small, immediately when it is ready to be shipped, and not when the carrier is prepared to ship it. This operation can best be handled by scheduled carriers with high frequency operation with passenger-carrying aircraft whose cargo capacity of from 2,000 to 4,000 pounds per flight can offer carriage within two or three hours after the shipment is delivered to the airline.

Although nearly all shipments, with exception of live-stock and bulky goods such as a light plane fuselage, can be handled on these services, the reliability of the carrier is further guaranteed by frequent all-cargo services scheduled to meet peak demands. As a result, a shipper can deliver his goods assured that his shipments will be boarded within a few hours, thereby guaranteeing that his overseas buyers will receive prompt delivery, convinced that they have chosen a reliable exporter.

Reliability in a carrier also goes deep into the methods of efficiently receiving and delivering shipments as well as the important shipping information which he receives from the airline's cargo personnel.

Red tape in export-import procedures have long been a plague to international businessmen. The carrier whose service and general outlook is efficient fills an important requisite.

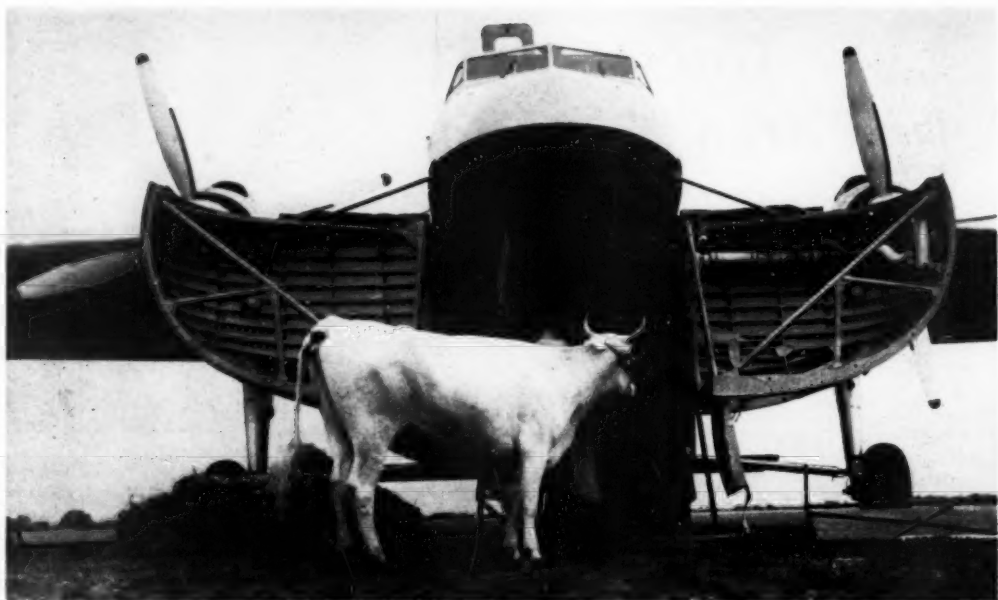
Often low rates are confused with efficiency. Regular shippers, who, realizing that many thousands of dollars in costs and in lost business have been avoided by using an efficient carrier, can disprove this unwise attempt for economies. Finding reliability and efficiency are the two interests of shipping managers and the important factors which contribute to continued growth and profits.

By properly designing the air cargo service to the shipper's needs, the airline itself benefits. Careful implementation of regular passenger aircraft services by all-cargo services has enabled our sales offices to promote cargo with the assurance that frequent and efficient lift will be provided to give the shipper a reliable yet economical service.

A salesman must have confidence in his product and that his product is backed up by management. With this plan we have been able to continually increase cargo loads on our regular passenger services as well as develop increased volumes for our all-cargo services. By following the practice of placing shipments on the first plane available shippers have had the goods delivered as much as 24 hours earlier than the anticipated cargo schedule. Pan American has increased its cargo loads on passenger planes from 590 pounds average per plane mile in 1947 to 817 pounds in 1948, and for the first six months of 1949 while operating on all time high mileage on passengers, cargo loads were increased to an average of 1,001 pounds per passenger airplane mile. Broadened utilization of these services yields greater revenues to the airline.

As passenger-type aircraft increase in size, such as the new Boeing *Stratocruiser*, space for cargo on these high frequency services also increases, giving the shipper greater reliability and efficiency and the airline greater opportunity to offer the shipping public lower bulk cargo rates.

Carriers answering the problems of the exporters' importers' needs today are laying the groundwork—satisfied customers—for international air cargo development of the next decade.



SILVER CITY AIRWAYS recently flew a total of 33 Ayrshire heifers and Friesian bulls from Blackbushe Airport, Surrey, England, to Malta, as part of a plan to establish stud farms and provide the Maltese with adequate milk supplies. Carrying from eight to nine cattle per trip, the entire consignment was completed in four hauls. Refueling was at Marseilles. Bristol Freighters did the job.

Great Britain's air freight problems are the same as those of the United States. Can the Baltic Air Freight Exchange do the same for international air freight as it has done for ocean freight? Will air cargo transport in any part of the world realize its real potentialities? There's a job to be done among shippers, and that's to . . .

BREAK DOWN That Anti-Aviation Complex

By HARRISON SEABROOK-SMITH

IT is at all times a fascinating and intriguing occupation to stand on London Bridge and study the variegated shipping "above Pool." It is an animated scene, with the busy wharves, tugs, lighters and barges, and the constant rhythmic movement of the cranes as they load and unload merchandise, destined for and arriving from the four quarters of the earth.

On a journey down London River one may see ships of all nationalities

going about their lawful occasions and plying their peaceful trade on the seven seas. And all of them—the big ships and the little ships, graceful liners and disreputable looking tramps—a part of that great pacific agglomeration, the world's merchant navy.

Now all this has not happened overnight; it is the result of many centuries of steady progress and development, and no institution or body has played a more prominent or decisive part in

the growth of merchant shipping as we know it today than the Baltic Mercantile and Shipping Exchange in London.

A few minutes' walk from our viewpoint on London Bridge brings us to the Baltic Exchange in St. Mary Axe. This building, opened some 50 years ago, is the natural outcome of the Baltic Coffee House which stood in Threadneedle Street 200 years ago. Merchants used to meet there and transact busi-

ness in wheat, maize and barley, principally connected with the Baltic countries. Nowadays, of course, the Baltic, though retaining its old name, deals in merchandise from all parts of the world. (Read *From Coffee House to Air Freight Exchange* in the June issue.)

The Baltic Exchange developed because of the need for the centralization of inquiry and an agreed and recognized rendezvous where shipping and cargo interests could meet for discussion and to transact business. Obviously the economics were sound or it would not have expanded in the remarkable way it has done.

Switch to Air

From shipping it was but natural that the activities of the Baltic should extend to the air, as merchant shipping and air transport have much in common, and the air-freight section now operates in the following way.

The charterer is represented by a broker known as the chartering agent, and the aircraft owners are represented by owners' brokers, thus business is transacted on the Exchange between broker and broker. Both charterers and owners may have one or more brokers if they wish. The chartering agent and the owners' broker are both authorized to quote charter inquiries and to offer aircraft on behalf of their principals, and have (or should have) full authority to settle the business without further reference to principals. As both parties are in personal contact on the floor of the Baltic, negotiations are conducted with the maximum speed, and no time is wasted.

To give a simple example, assume that a chartering agent is authorized to offer up to £1,000 for a load of 5,000 kg. of radio sets to Istanbul. An owners' broker is similarly authorized to offer a Bristol Freighter, with a payload of

5,000 kg. London-Istanbul-London for not less than £1,500.

Therefore, the owners' broker has to seek cargo Istanbul-London which will pay his principals at least £500, and he can cover the whole market in a matter of minutes. If he were fortunate enough to obtain a load (say bullion) which would pay £800 or so, he would not accept the lowest stipulated rate of £500, but if the only cargo offered was 5,000 kg. of tobacco at that price then he would accept it.

The result of these negotiations is that the shippers of radio sets and tobacco respectively are able to despatch their consignments at rates they can reasonably afford to pay, and the owner effects a charter flight he would not otherwise have been able to undertake.

The Berlin airlift has proved conclusively that British air-freight charter companies are capable of undertaking the most exacting and responsible work. It cannot be denied, however, that their economic survival is a matter of some conjecture and concern at the moment, and it must be admitted that in many respects the dice are loaded against them. I am of the opinion that there will be a considerable thinning of the ranks before the air-freight business can be said to be on a firm and solid foundation.

The question is—can the Baltic accomplish the same in the development of air-freight on a world-wide basis as it has done for shipping? I think the answer is that it can—eventually, but there are many years of hard work ahead, and much more unselfish co-

operation is needed than obtains at present. It cannot be said that the air section of the Baltic Exchange is flourishing, and its success so far has been but modest.

Few Are Active

The total number of member firms of the Baltic is 700; of this number 60 are registered as air-freight brokers, i.e., less than 10 percent of the total. But of the 60 who are registered as being interested in air freight, less than a dozen are making any serious effort to develop it and make it a success. In all, therefore, only about 1.7 percent of the Baltic membership is actively engaged in really tackling the problem.

Although preliminary meetings were held as long ago as 1938 to discuss the best ways and means of fostering the foreseeable development of air cargo transport, and agreement was reached in principle with many European airline companies, it was not until after the war, in the Autumn of 1947, that the matter was revived and fresh discussions began.

In 1938, air-freight charter companies, as we know them today, did not exist, and freight intended for transmission by scheduled airlines was regarded as no more than a convenient "fill up" when passengers and their baggage happened to come out a trifle on the light side; there was no attempt whatever to book air freight.

Much the same attitude persists today on airlines which ought to know

(Continued on Page 90)

Truckload of cargo transferred to a Bristol Freighter





A WIDE ASSORTMENT of export cargo enters the cargo hold of a Swissair transport

For Switzerland... **THE AIR IS THE OCEAN**

ON THE WIDE FIELDS of the Swiss Rhone valley and near the villages of the Valais, which seem to be glued to the mountain slopes, women and girls are busy gathering strawberries. There are very few regions in Europe where this sought-after fruit grows as well as here.

How can one let other countries share in this enjoyment? How can the possibilities of earning money be expanded for the indigenous population? A favorable solution has been found by tinning this fruit. But fresh fruit is in greater demand.

In the early hours of the morning, before daybreak, anyone standing on the airport at Sion in the Valais has been able to notice great activity: lorries arrive, and rapidly—yet with great care—small baskets containing fresh strawberries are loaded into one of

Swissair's freight planes. Before mid-day, in the markets of large towns in other countries, one is delighted to see the magnificent fruit which had been brought from Switzerland by the "Strawberry Bombers."

Let us mention, in addition to the example quoted, which shows clearly the important role air-freight traffic plays in Swiss economy, what has induced suppliers to have their goods transported by air to foreign countries:

- The short duration of the flight reduces deterioration of fruit to a minimum

- As experience shows, highest prices are paid for fresh fruit

- Transport cost can practically be limited to the net weight, as packing has to be very light.

It is generally known that Swiss exports comprise, almost exclusively,

products of high value: watches, precision-tools, precision-machinery, instruments, etc. Main considerations for suppliers are that these goods are very sensitive to shaking which especially loading from one means of transport to another may cause; and that if Swiss firms have to rely on transport by rail and boat, they have to reckon with the possibility that overseas buyers order the goods from another—perhaps nearer source of supply so as to shorten delivery dates.

The air route is the quickest and most direct. With the decrease of risks, the insurance premium is reduced. Packing does not need to be very substantial: what had to be expended on packing, previously needed for other means of transport, can now

(Continued on Page 24)



1. Designer Claire McCardell has a new idea aborning...



2. Which eventually starts Townley's cutter to work.



3. Dayton Company buyer is impressed by mode...



4. And soon the packing department is buzzing.



5. Packaged, order is delivered into truck...



6. For delivery to Midtown Air Freight Terminal...

LIFE AND TIMES of an AIRFREIGHTED FROCK

In more than a score of pictures, Air Transportation's camera follows the trail of a Minneapolis department store's dress order . . . from an idea in the mind of the designer . . . through manufacture . . . consolidation at the Midtown Air Freight Terminal in New York . . . flight to Minneapolis . . . and, finally, the sale.



7. Where shipment is weighed, sorted, and then consolidated.



8. NWA traffic rep (left) calls on MAFT manager...



9. And air cargo is loaded into an airport-bound truck.



10. At LaGuardia, order is shifted to NWA truck...



11. For transfer to NWA's all-cargo Night Flight 921.



12. Dayton Company packages are properly stowed away...

'ROUND THE CLOCK

Photo 4... 11:30 a.m.

Photo 5... 12:20 p.m.

Photo 6... 12:55 p.m.

Photo 7... 12:59 p.m.

Photo 8... 1:05 p.m.

Photo 9... 2:20 p.m.

Photo 10... 2:52 p.m.

Photo 11... 11:00 p.m.

Photo 12... 11:00 p.m.; departure at 12:45 a.m.

Photo 13... 5:30 a.m.

Photo 14... 7:00 a.m.

Photo 15... 8:00 a.m.

Photo 16... 8:30 a.m.

Photo 17... 8:45 a.m.

Photo 18... 9:00 a.m.

Photo 19... 9:30 a.m.

Photo 20... 10:00 a.m.

Photo 21... 3:00 p.m.



13. Arriving in Minneapolis at 5:30 a.m., unloading...



14. And placed aboard a waiting airfreight van...



15. For immediate delivery to the Dayton Company.



16. Then come the unpacking and necessary inspection...



17. And steaming of dresses to kill all unseemly wrinkles...



18. And tagging for sale, so that the new frocks...



19. Can go on sale in the store without delay.



20. In the morning a frock is modeled in Oval Room...



21. And happily worn by the purchaser that very afternoon.

Giraffes? NO!

By
Edgar H. Bauman
Contributing Editor—
Air Transportation

ECONOMISTS are often thought to be talking in circles when mentioning business in "cycles." The aviation business probably leads in this "cycles" stuff. First we had our jobs cut out for us when we tried to convince folks that, even though air freight rates added shekles to the shipping expense account, it all added up to profit in the final analysis. Okay—we finally got 'em to a point where air freight caught on—and now, just try shaking off the firm after its first taste of shipping by air.

But about these "cycles." Once having sold air freight, the drumbeaters for the airlines helped Uncle Samuel's Post Office Department reduce its deficit by crowding the mails with releases that told aviation news-writers of the unusual commodities they'd been shipping in great quantities!

First, we learned that Airline X had shipped a plane-load of baby chicks. Shortly afterwards, Airlines Y and Z, not to be outdone, shipped two and three plane-loads of baby chicks—and accompanied the releases with all sorts of fowl statistics (no pun intended) to prove what a great gimmick it was. By Thursday of the following week, every airline in the business had to get in the act, and the baby-chick release became a serious menace to our well-being. We all sighed happily when we published the baby chick story to end all baby chick stories (*Northwest, Ho!*, published in October, 1948, AT).

But our joy was short-lived because somebody started shipping racehorses by air! The merry-go-round started all over again!

That's why we were momentarily



startled, but quickly soled, when Scandinavian Airlines System broke out with a poster which proudly albeit glaringly announced: "No Giraffes, Please—But Almost Anything Else."

We were happy, but that "almost anything else" intrigued us! We loved SAS to pieces for keeping an "out" for itself. Notice that word "almost"? Good old SAS!

Down to Business

Although the Summer was hot, and the long swim would have been refreshing, we figured that the best way to find out about SAS' air freight business would be first to tackle Frederik Lud-

vigsen, assistant vice-president, traffic and sales, during his visit to the United States, and then get in touch with a few of our Scandinavian pals on the other side of the pond for further details.

Mr. Ludvigsen is an amiable and particularly interesting gentleman who knows his onions. Having worked for a Danish ship owner (1928-1937) and a Danish ship broker (1938-1942), and being a licensed ship broker himself (1943-1946) and general cargo manager for SAS in the year of our baby chicks and racehorses, he is well equipped for his job. He impressed me as being a man who eats, sleeps, lives air cargo!

Main thought that was pounded home is the fact that the airlines are *not* trying to compete with the shipping lines! He argues that there are certain things in favor of each. For example, certain firms have found it expedient to ship their samples by air and the ensuing orders by ship. He feels that they complement each other because, he points out, "haven't we often airfreighted a ship's part to repair a vessel broken down in a far-distant port, and even transported crews by air to man those very ships?"

He does admit however that "by the very laws of nature, no doubt air freight volume will grow bigger, and aircraft consequently will have to be bigger to carry larger loads." In that way, he thinks, the air carriers will be able to bring down their rates—and they're not unreasonable today! Proof? Several airlines are booked solid with air cargo business for many trips to come, and have on several occasions had to charter planes from—if you'll pardon the expression—the nonskeds!

South American Run

One piece of profitable pioneering was SAS' direct air cargo routes to South America. This project was only a gleam in the cargo men's eyes several years ago when I had the pleasure of discussing it with them on their home grounds. But I never forgot the determination with which they planned. These days, I'm told, they are offered more cargo from Scandinavian ports to South America than can be carried—and often, in order to be able to accommodate urgent cargo, passenger bookings on this lucrative route must be curtailed. At the South American end of the line is another able young executive who was sent there to open the market—and once opened, Eric Carlesen has kept it and SAS' Treasury Department humming.

The commodities shipped on SAS' planes are on occasion reasonably unique, and bring joy to the hearts of the Norwegian, Danish, and Swedish public relations officers! One of them, for instance, wants me to know that "we have on many occasions transported bullion which resulted in the very, very uncommon sight of two cops with loaded guns sitting pretty during the loading. You know, that kind of thing is almost a sensation here! So we feel very Americanized."

Their claim to air-shipped oddities range from frogs to seagulls "with their heads painted red which will be used for the study of bird-migration control."

SAS, too, has its "cycles" during which the line is urgently requested to haul vaccines, football teams, bears,

FREDERICK LUDVIGSEN



SAS official, who has predicted that the day will come when government agencies "will have a difficult time keeping the airlines concerned with carrying passengers." Check!

elephants, an okapi (whatever that is!), snakes, fresh fish, dead fish, ostriches, ship's spares (big ones, we're assured!), contents of a whole apartment ("cheaper than ordinary moving if you are going far away; and your things don't get stolen or broken"), even gold fish and grasshoppers ("which had to be billeted in special hotel rooms during night stops with controlled temperatures to equal that of their home towns"). There were also "flowers, dogs and cats, and babies"! That last item intrigued us, so we ringed it in red, and queried them, "By air cargo?" As yet, no answer has been received.

The Scandinavian airline's top-level

officials seem to have the proper philosophy. It's the type of philosophy that caused a planeload of newsmen to applaud them several years ago when, while visiting in Oslo, Copenhagen, and Stockholm, explained how they'd formed SAS! At that time, this writer, who was for some unexplained reason elected our group's "speech answerer," told the assembled dignitaries, airline officials, and government bigwigs that we couldn't help but admire the spirit which caused them to disregard competition, and how they'd formed their great North Atlantic operation on a one-for-all-and-all-for-one basis. Internally—in the Scandinavian countries—their national airlines retained their individual identities and their own methods of operation.

Again with reference to sea-air competition, Mr. Ludvigsen has said:

"The airline industry, as far as carrying air cargo is concerned, will never be able to compete with surface shipping—and will, as I see it, never attempt to do so. It's difficult to conceive planes carrying coal, ore or wheat! But these two methods of transportation will always complement each other. Space limitations will always insure that—and even with the new larger planes, our loads can't start to be compared with ship loads! We are definitely not competitive cargo-wise, and despite belief to the contrary, I don't think we will be for many, many years to come—if ever!"

Also indicated was this thought:

"Right now the airlines are thinking only in terms of passenger and mail revenues, but I go along with the ex-

(Continued on Page 91)



SAS cargo handlers taking aboard tons of merchandise consigned to Sweden.



PART of a 7,000-pound cargo of beef loaded aboard MacRobertson-Miller's DC-3 beef freighter. Plane is loaded by hand in 25 minutes.

In the northwestern part of Australia, the ranches—"stations" the Aussies call them—are experimenting with a beef airlift. This is the on-the-scene story of . . .

BEEF ON THE ~~HOOF~~ Wing

By NORMAN BARTLETT

AUSTRALIAN CATTLEMEN on isolated northwest stations (ranches) are experimenting with a beef airlift. The beef is killed and chilled at Glenroy Station, in the West Kimberleys, and flown in just over an hour to Wyndham meat works for export to Great Britain.

Normally, it takes up to three weeks for West Kimberley cattle to reach Wyndham meat works on the hoof. Cattle droved overland to Wyndham lose an average of 50 pounds weight on the way. The airlift promoters claim that it will mean better beef for export and save cattlemen from loss of weight on each carcass. Some critics doubt whether the airlift will prove economically sound.

Great Britain recently signed a 15-year agreement for the purchase of Australian beef. Under it the Aus-

tralian Federal Government proposes to spend £A1,500,000 on improving stock routes to Wyndham. At present most movement of cattle to Wyndham is on the hoof for distances of over 200 miles. This means that cattle have to stay longer on the home station, because young stock cannot stand up to the arduous droving.

Private Venture

By improving transport conditions the Federal Government hopes to increase the number of cattle marketed at Wyndham from 30,000 a year to 60,000 a year and to improve the quality.

The airlift is a private venture by Air Beef Pty. Ltd., and began on May

13, 1949. The company has about £A20,000 capital and is backed by Australian National Airways (Australia's biggest domestic airline), MacRobertson-Miller Aviation Pty. Ltd., and an interest-free loan of £A10,000 from the West Australian Government. Air Beef Ltd. is using a MacRobertson-Miller DC-3 airfreighter which averages two trips a day five days a week and carries about 7,000 pounds of chilled beef each load. Air transport costs work out at about 2d. a pound and total handling (including air freight) from Glenroy Station to Wyndham meat works freezers averages about 3.8d. a pound.

Wyndham is an arid, sunburnt West Australian meat port on Cambridge Gulf, southwest of Darwin. The Gulf is a triangle of mud-colored water which cuts into the northwest coast where

Western Australia joins the Northern Territory. In the wet season (September-March) Wyndham is a drowsy isolated outpost with a few score inhabitants. In the dry season (April-September) it is crowded with several hundred meat workers from down south who sweat at high-pressure piecework in the State Government-built killing and freezing works.

Opened in 1919 the meat works dominate the tiny township. The works handled an average of about 30,000 cattle a year before the war, reaching a peak of 39,218 in 1937. The present average is about 32,000 a year with a daily capacity of 400. This season the entire output from the works was shipped direct to Great Britain under contract with the British Ministry of Food.

The Kimberley cattle country hasn't changed much since the pioneers first rode into it about 70 years ago. Most of it is north of latitude 28 and is monsoonal country with Summer rains. It is a country of rolling grassy plains, limestone ridges, lightly timbered forests and stony flats. It is a sun-scorched land where rivers run bankers in the short "wet" and leave a string of widely-spaced water holes to carry the cattle over the "dry."

Vast Stations

Australian stations sometimes cover thousands of square miles. The biggest, Victoria River Downs, is over the border in the Northern Territory. It is twice as big as Wales, or as big as the State of New Jersey in the United States. Droving is cheap, averaging about 10/- a head, but has many disadvantages. Last year the contract rate for a 400-miles drove was 17/6 a head. The average distance into Wyndham is nearer 200 miles.

The major disadvantages of droving are the loss of weight and the loss of quality involved. It is also necessary to wait until the cattle are fairly mature, thus excluding the possibility of taking the advantage of the market for younger beef. The difficulty of mustering cattle



THE MAIN STREET of Wyndham, like the Old West of America.



GLENROY STATION, centre of Northwest Australia's beef airlift experiment.

for a big drove prevents careful selection, consequently many rejects are sometimes in a mob. Nevertheless, alternative means of transport must be kept at an absolute minimum cost to offset the cheapness of droving.

Motorized road trains and the airlift are the only two practical alternatives. Several experiments have already been made with road trains. The Federal stock route improvement scheme will probably lead to a big increase in this form of cattle transport. Air Beef Ltd. is the first organized experiment with airfreighters.

The possibility of transporting live beasts by air was first canvassed. Northwest cattle include many wild long-horned steers from the open range, and it was soon realized that the difficulty of getting them on and off a plane would be great. Apart from these practical difficulties the cost would be high compared with droving.

For instance, the Federal Department

of Civil Aviation estimates that it costs £100 to fly a Bristol airfreighter 150 miles, and £A64 to fly a DC-3 on a similar trip. A Bristol freighter could carry 10 live bullocks, and a DC-3 six to seven. With the current Wyndham price of about £A10 a bullock a transport cost of about £A10 is obviously uneconomical. Larger transport plans with a greater payload might offer better prospects, but the initial capital cost and the difficulty of servicing in outback Australia have to be taken into consideration.

This consideration led Air Beef Ltd. to undertake the transport of chilled beef. Gordon Blythe, of Mt. House Station, made the first serious proposition. His proposal was endorsed by the West Kimberley Growers' Association, which was chiefly interested in proving the practicability or otherwise of the scheme. The West Australian Government, Australian National Airways, and

(Continued on Page 92)

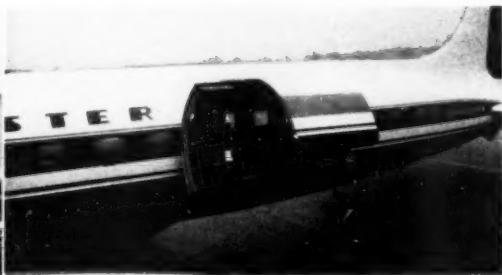
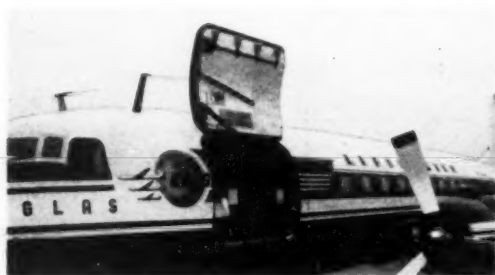


THE DOOR tells a concise tale.



IN-FLIGHT PHOTO of the Liftmaster, newest cargoplane to take to the air.

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ABOVE LEFT—Forward cargo door. Both doors are hinged at the top.



ABOVE RIGHT — Rear cargo door — 11 inches taller and 30 inches wider.

LEFT—Two-thirds of the 66-foot cargo cabin is visible in this picture.

ALREADY IN WORLD-WIDE USE as a high-speed passenger carrier, the Douglas DC-6 finds a freight-toting sister in the DC-6A Liftmaster. Five feet longer than the passenger ship, the Liftmaster is reported to be capable of hauling 30,000 pounds for a distance of 2,100 miles nonstop, at 300 miles per hour. Stretching to a length of 105 feet and seven inches, the cargo version has a usable freight volume of 5,000 cubic

feet. Wingspread is 117½ feet, and overall fuselage height 17¼ feet. Two big cargo doors are located fore and aft: the forward door 67" x 94", and the aft 78" x 124". Both doors are hinged at the top and swing upward. Pressurization of cabin is automatically controlled, and air conditioning systems insure the safe transportation of perishables at high altitudes. A number of airlines are reported to be interested.



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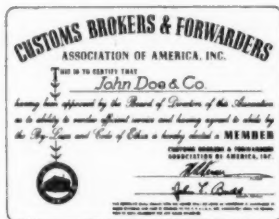
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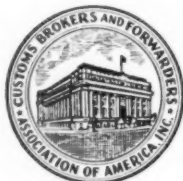
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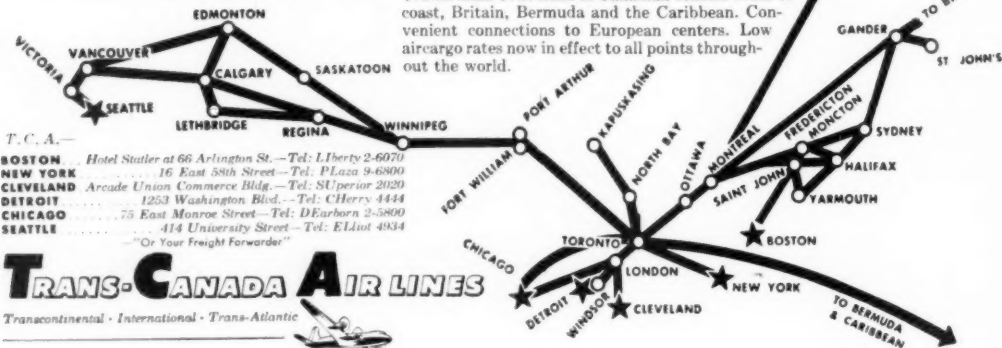
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AIR COMMUTING, INC., Midtown Skyport, 23rd St. & East River, N. Y.; Robert Ducas, pres.; Elmer L. Kincaid, Jr., gen. mgr.

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AMERICAN OVERSEAS AIRLINES, 100 E. 42nd St., N. Y.; C. R. Smith, pres.; T. J. Harris, mgr. of international cargo sales; 1 DC-3, 7 DC-4s, 7 Constellations (8 Stratocruisers); AIO—Newfoundland, Iceland, Scotland, Elre, England, Norway, Sweden, Denmark, Holland, Germany, Finland; CI-P.

ARIZONA AIRWAYS, Adams Hotel Bldg., Phoenix, Ariz.; H. O. Nelson, pres.

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BROWNE FLYING SERVICE, NAT., Bethel, Alaska; Nat. Browne, pres.; C-P.

BYERS AIRWAYS, Box 1410, Fairbanks, Alaska; Robert Byers, pres.; C-P.

BONANZA AIR LINES, Box 391, Las Vegas, Nev.; Edmund Converse, pres.; 7 DC-3s; AIO—Nev.; C-P.

CALIFORNIA CENTRAL AIRLINES, Lockheed Air Terminal, Burbank, Calif.; C. C. Sherman, pres.; 4 DC-3s, Lodestar (2 DC-3s); ADO—San Diego, Burbank, San Francisco, Sacramento; P.

CAPITAL AIRLINES, National Airport, Wash., D. C.; J. H. Carmichael, pres.; G. M. Springer, cargo mgr.; 24 DC-3s, 23 DC-4s; ADO—N. Y., N. J., Pa., Ohio, Mich., Ill., W. Va., Va., Wash., D. C., N. C., Tenn., Ga., La., Ala., Md., Miss., Wis.; CC—C-P.

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COLONIAL AIRLINES, 630 5th Ave., N. Y.; Sigmund Janas, pres.; William V. McTaggart, director of cargo sales; 11 DC-3s, 2 DC-4s; ADO—N. Y., N. J., Pa., Md., Wash., D. C.; AIO—Canada, Bermuda; CC—C-P.

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ELLIS AIR LINES, Box 1059, Ketchikan, Alaska; Robert E. Ellis, pres.; 5 G-21As, 2 Pacemakers, Aerona; ADO—Southeastern Alaska; CC—C-P.

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(Distances in Statute Miles)

FROM	TO	Atlanta	Baltimore	Boston	Brownsville	Buffalo	Chicago	Cincinnati	Cleveland	Denver	Detroit	El Paso	Jacksonville	Kansas City, Mo.	Los Angeles	Memphis	Miami	Minneapolis	New Orleans	New York	Oklahoma City	Philadelphia	Pittsburgh	Portland, Ore.	Richmond	St. Louis	Salt Lake City	San Francisco	Seattle	Washington, D.C.	
Atlanta	575	933	960	605	583	368	550	1208	595	1203	286	675	1935	335	610	905	427	747	753	663	520	2172	470	467	1580	2133	2180	542	Washington, D.C.	
Baltimore	575	.....	358	1513	273	603	423	305	1506	398	1780	682	962	2313	792	958	948	1001	170	1173	90	194	2367	135	731	1858	2451	2341	33	Seattle
Boston	933	.....	.....	1881	308	849	737	550	1766	613	2067	1015	1250	2590	1133	1258	1359	188	1490	268	478	2533	471	1096	2069	2636	2598	392	San Francisco	
Brownsville	960	1513	1881	.....	1575	1234	1182	1402	1085	1398	682	1025	905	1370	775	1100	1348	536	1695	659	1614	1424	1952	1403	975	1317	1675	2015	1493	San Francisco
Buffalo	605	273	308	1575	.....	454	392	175	1368	218	1690	880	862	2195	802	1184	733	1067	291	1117	278	178	2167	375	662	1701	2298	2130	290	St. Louis
Chicago	583	603	849	1234	454	.....	249	307	918	256	1249	861	413	1741	481	1190	356	831	711	689	664	411	1765	618	1259	1260	1855	1743	594	St. Louis
Cincinnati	368	423	737	1182	392	249	.....	218	1090	234	1333	628	541	1892	410	957	603	708	568	755	501	258	1987	385	308	1450	2037	1974	403	St. Louis
Cleveland	550	305	550	1402	175	307	218	.....	1223	94	1521	768	700	2014	627	1058	632	922	404	946	343	115	2063	353	490	1567	2163	2035	303	St. Louis
Denver	1208	1505	1766	1085	1368	918	1090	1223	.....	1153	554	1468	555	828	878	1732	699	1079	1628	503	1575	1320	985	1485	793	372	946	1020	1490	Portland, Ore.
Detroit	595	398	613	1398	218	256	234	94	1153	.....	1475	832	643	1976	621	1156	542	938	483	905	444	208	1975	445	452	1490	2087	1945	397	Portland, Ore.
El Paso	1203	1750	2067	682	1690	1249	1333	1521	554	1475	.....	1481	836	702	978	1692	1156	986	1902	578	1834	1592	1286	1695	1033	689	993	1373	1726	Pittsburgh
Jacksonville	286	682	1015	1025	880	861	628	768	1468	832	1481	.....	952	2153	591	328	1192	511	838	988	758	703	2442	550	755	1440	2375	2450	647	Pittsburgh
Kansas City, Mo.	675	962	1250	935	862	413	541	700	555	643	836	952	.....	1322	555	1222	1675	2467	1182	2388	2135	825	1397	985	238	922	1500	1505	943	Portland, Ore.
Los Angeles	335	610	933	437	747	753	663	520	2172	470	467	1580	2133	2180	542	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Philadelphia
Memphis	802	1184	733	1067	291	1117	278	178	2167	375	662	1701	2298	2130	290	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Philadelphia
Miami	1184	733	1067	291	1117	278	178	2167	375	662	1701	2298	2130	290	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Philadelphia
Minneapolis	905	437	747	753	663	520	2172	470	467	1580	2133	2180	542	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Philadelphia
New Orleans	437	747	753	663	520	2172	470	467	1580	2133	2180	542	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Philadelphia
New York	747	753	663	520	2172	470	467	1580	2133	2180	542	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Philadelphia
Oklahoma	753	1173	1490	659	1517	689	755	946	503	965	578	968	1097	2446	933	1095	1019	1173	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Philadelphia
Philadelphia	663	90	268	1614	278	664	501	343	1575	444	1834	758	1037	2388	878	1023	985	1090	83	1256	.....	.....	.....	.....	.....	.....	.....	.....	.....	Philadelphia
Pittsburgh	520	194	478	1424	178	411	258	115	1320	208	1592	743	784	2135	660	1014	745	923	313	1013	254	.....	.....	.....	.....	.....	.....	.....	.....	Philadelphia
Portland, Ore.	2172	2367	2533	1952	2167	1765	1987	2063	985	1975	1286	2442	1397	825	1552	2716	1435	2963	2415	2963	2419	2174	.....	.....	.....	.....	.....	.....	.....	Philadelphia
Richmond	470	135	471	1403	375	618	385	353	1485	445	1695	550	935	2283	715	831	1185	899	287	1122	205	242	2393	.....	.....	.....	.....	.....	.....	Philadelphia
St. Louis	467	731	1036	975	662	259	308	400	793	432	1033	755	238	1385	242	1067	464	599	873	456	808	561	1723	699	.....	.....	.....	.....	.....	Philadelphia
Salt Lake City	1580	1858	2099	1317	1701	1260	1450	1567	372	1490	1450	1567	372	1490	1450	1567	372	1490	1450	1567	372	1490	1450	1567	372	1490	1450	1567	372	Philadelphia
San Francisco	2133	2451	2696	1675	2298	1855	2037	2163	946	2087	993	2375	1500	345	1800	2903	1585	1923	2568	1386	2384	2364	536	1738	592	.....	.....	.....	.....	Philadelphia
Seattle	2180	2341	2508	2015	2130	1743	1974	2035	1020	1945	1373	2450	1505	956	1867	2740	1403	2098	2419	1523	2388	2145	143	2362	1722	697	680	.....	.....	Philadelphia
Washington, D.C.	542	33	392	1493	290	594	403	303	1490	397	1726	647	943	2295	763	927	936	968	204	1150	122	188	2360	96	710	1845	2437	2335	Philadelphia

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ABERDEEN FLYING SERVICE, Aberdeen, S. D.
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ACADIA AVIATION, INC., P. O. Box 57, Ellsworth, Me.
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BRADY FLYING SCHOOL, Curtis Field, Brady, Tex.
BRAM-AIR SERVICE, INC., Clarion, Iowa.
BRAMER FLYING SERVICE, RAY, Muncie Airport, Charles City, Iowa.
BRANSON'S AERO SERVICE, Box 871, Greenville, S. C.
BRANSON FLYING SERVICE, Flandreau, S. D.
BRANSTETTER FLYING SERVICE, INC., Branstetter Airport, Rte 3, Box 1142B, Sacramento, Calif.
BRAYTON FLYING SERVICE, INC., Lambert Field, St. Louis.
BRECKENRIDGE FLYING SERVICE, . O. Box 190 Breckenridge, Texas; V. D. Howe, Prop.
BREEDLOVE AERIAL SERVICE, CLENT, Box 1435, Lubbock, Tex.
BRENNAN AIR SERVICE, INC., Quad City Airport, Moline, Ill.
BRIDGEPORT FLYING SERVICE, INC., Muncie Airport, Stratford, Conn.
BRIDGES AIRCRAFT, INC., Box 1162, Shelby, N. C.
BRIDGES AIRPORT, 513 W. Gold St., Kings Mountain, N. C.; G. A. Bridges, pres.; Cruiser, 4 trainers; AO—local; P.
BRIDGMAN FLYING SERVICE, Myricks Airport, Myricks, Mass.
BRINCKERHOFF FLYING SERVICE, College Park Airport, College Park, Md.; George C. Brinkerhoff, Dir. of Oper.; DC-3, Cessna T-40, Waco UPF7, 2 Beechcraft D-17Ss, 3 Fairchild M-62As, 18 J3 Cubs; AO—U. S.; C-P.
BRISTOW FLYING & REPAIR, P. O., Box 1015, Bristow, Okla.
BROCKTON AIRWAYS, INC., Box 602 Brockton, Mass.
BROKEN STRAW AIRPORT FLYING SCHOOL, Box 441, Youngsville, Pa.; Frank Renema, prop.; P-I.
BROOKS AIR TRANSPORTATION SERVICE, 108 Sargeant St., Hartford, Conn.; John R. P. Brooks, pres.; Bellanca, Waco, Twin Cessna; AO—U. S.; C-P.
BROPHY FLYING SERVICE, Audubon Airport, Williamsville, N. Y.
BROWN AIR SERVICE, Box 848, Plainville, Tex.
BROWN AVIATION, P. O., Box 906, Corpus Christi, Tex.
BROWN AVIATION CENTER, Old Logans Ferry Rd.; R. D. No. 1, Turtle Creek, Pa.
BROWN, DONALD W., Lodgepole, Neb.
BROWN FLYING SERVICE, Oshkosh, Neb.
BROWN & HUTCHERSON AIR SERVICE, Box 950, Plainview, Tex.
BROWN-SERVICE AIR AMBULANCE, 709 1st Nat'l Bldg., Birmingham, Ala.
BROWN-WILLIAMS FLYING SCHOOL, INC., Bowman Field, Louisville, Ky.; P-I.
BROWN, WINFRED B., Parker Sky Camp, Weatherford, Tex.
BRODNE FLYING SERVICE, 1209 Robertson Way, Sacramento, Calif.
BROWNING AERIAL SERVICE, Box 1173, Austin, Tex.
BRUMLEY'S FLYING SERVICE, Cornelia Fort Airport, Rosebank Ave., Nashville, Tenn.
BRUMMETT AIRCRAFT CO., Box 831, Jefferson City, Mo.
BRYAN, VANCE, 856 Park Ave., Hot Springs, Ark.
BUCHANAN FLYING SERVICE, Box 286, Montrose, Colo.
BUCK'S FLIGHT SCHOOL, INC., Lowell Field, Chattanooga, Tenn.
BUCYRUS FLYING SERVICE, Muncie Airport, Bucyrus, Ohio.
BUD'S FLYING SERVICE, Municipal Airport, Yuma, Colo.
BUFFALO AERONAUTICAL CORP., Buffalo Airport, Buffalo, N. Y.
BUFFALO AIR-PARK, INC., 4500 Clinton St., Gardenville, N. Y.
BULLOCK'S AIRCRAFT SALES & SERVICE, Box 310, Muncie Airport, Blackwell, Okla.
BURKE AVIATION CORP., Box 1002, Okla. City, Okla.
BURKS, LESLIE L., Licking, Mo.
BURLESON FLYERS, Box 22, Albany, Ore.; Howard Burleson, prop.
BURLINGTON FLYING SERVICE, Box 106, Burlington, Vt.
BURLINGTON FLYING SERVICE, P. O. Box 94, Burlington, Wis.
BURNS FLYING SERVICE, Box 771, Hobart, Okla.
BURNS FLYING SERVICE, Box 532, Burns, Ore.
BURROUGHS AIR TRANSPORT, Muncie Airport, Hagerstown, Md.
BUSFIELD AIR SERVICE, Belle Fourche, S. D.; Edwin Busfield, Richard Busfield, props.
BURRARD AIR TAXI, 3395 S. Lincoln, Englewood, Colo.; Julius Bussard, prop.; P.
BUSWELL FLYING SERVICE, Box 803, Lakeside, Ore.; Myron H. Buswell, pres.; AO—S. W. Ore.; Piper Clipper, Taylorcraft Seaplane; C-P.
BUTTE AERO SALES & SERVICE, INC., Municipal Airport, Butte, Mont.; John C. Hoxsey, pres.; Bonanza, Swift; AO—Rocky Mt. area; P.
BYERLY AVIATION, INC., Mt. Hawley Airport, Peoria, Ill.
- C**
- CAL-BROWN CO.**, 13610 S. Central Ave., Los Angeles.
CALDONIA AIRWAYS, INC., St. Johnsbury, Vt.
CALIFORNIA AIRCRAFT CORP., 7902 Woodley Ave., Van Nuys, Calif.
CALIFORNIA-ATLANTIC AIRWAYS, Box 26, Station A, St. Petersburg, Fla.; Owen F. Williams, pres.; 3 C-46s; AO—Latin America; C.
CAL FLYING SERVICE, BARLOW H., Box 301, Altam, Wyo.; Barlow H. Call, pres.; Interstate S-1A (Callair A-3); AO—Wyo., Ida., Utah; P.
CALIHAM, M. F., Panhandle, Tex.
CALUMET AIR SERVICE, P. O. Box 1308, Glen Park Station, Gary, Indiana.
CAMDEN FLYING SERVICE, P. O. Box 489, Camden, S. C.; P.
CAMDEN FLYING SERVICE, INC., Box 467, Grayson Field, Camden, Ark.; P.
CAMERON AERIAL SERVICE, Cameron College Airport, Lawton, Okla.; Henry G. Peck, prop.
CAMFIELD AVIATION CO., County Airport, Grand Rapids, Mich.
CAMPBELL FLYING SERVICE, Rolla, Mo.
CAMPBELL FLYING SERVICE, Eureka Airport, Somers, Calif.; P.
CAMPBELL FLYING SERVICE, R. R. 3, Box 50-B, Cincinnati 15, Ohio.
CAMPBELL SIXTY-SIX EXPRESS, INC., Box 66, Springfield, Mo.
CAMPBELLVILLE FLYING SERVICE, Box 218, Campbellville, Ky.; Charles Nickles, pres.; Cub, Stinson, 2 Taylorcraft; AO—U. S.; C-P.
CANAN AIRPORT, INC., Canaan, Conn.
CANFIELD AIRWAYS, Canfield Airport, Waterloo, Iowa.
CANNON AIRCRAFT SALES & SERVICE, Box 291, Charlotte, N. C.
CANNON AVIATION CO., INC., Hickory, N. C.
CANTON AVIATION CO., R. D. 3, Canton, Ohio.
CANTON FLYING SERVICE, INC., Canton, Miss.
CANTRELL'S AERO SERVICE, P. O. Box 589, Conway, Ark.; Dennis F. Cantrell, prop.; Stearman, 2 Luscombes, 2 Aerocrafts, 2 Cessnas; AO—Ark., Tenn., Okla.; C-P.
CAPE AIR SERVICE, INC., Hyannis Airport, Hyannis, Mass.
CAPE AIRCRAFT, INC., Warren County Airport, Glenora Falls, N. Y.
CAPE COD FLYING SERVICE, Marsten Mills, Mass.
CAPITAL AERO SERVICE, Municipal Airport, Sacramento, Calif.
CAPITAL AIR SERVICE, Muncie Airport, Salem, Ore.; Clemens F. Fisher, prop.

UNITED STATES IRREGULAR AIR CARRIERS—Continued

CAPITAL AVIATION CORP., Box 725, Bismarck, N. D.; J. W. Watta, pres.; Cessna 140, Bellanca (Cessna 170); AO—U. S. Canada; C-P.

CAPITOL AIR SERVICE, Municipal Airport, Yuma, Colo.

CAPITOL AIRWAYS, Berry Field, Nashville, Tenn.; Jesse F. Stallings, pres.; AO—U. S. & possessions; 2 DC-3s, 2 F-50s, Beech 35-A, Navion, Stinson, (C-46); C-P-I-S.

CAPITOL AVIATION, INC., Capital Airport, Springfield, Ill.

CARBON EMERY FLYING SERVICE, Box 629, Price, Utah.

CARCO AIR SERVICE, P. O. Box 782, Albuquerque, N. M. Clark M. Carr, Prop.; AO—U. S.; 7 Bonanzas, 2 Twin Beechcraft; C-P.

CARDINAL AIR SERVICE, Kern County Airport, Bakersfield, Calif.

CARDINAL AIR SERVICES, 38 Chestnut St., Box 70, Lafayette, Calif.

CARDINAL AVIATION, Box 6023, San Antonio 4, Tex.

CARGILL AIRPORT, R. D. 2, Lewistown, Pa.; R. Y. Cargill, prop.

CARIBBEAN AMERICAN LINES, INC., Miami Int'l Airport, Miami 48, Fla.

CARIBOU FLYING SERVICE, Munic. Airport, Caribou, Me.

CARLIN AIRWAYS, Munic. Airport, Warsaw, Ind.

CARLSBAD FLYING SERVICE, INC., Carlsbad Munic. Airport, Carlsbad, N. M.; Claude McCausland, pres.; Bonanza, Twin Cessna; AO—U. S. Mexico; C-P.

CARNAHAN FLYING SERVICE, Bloomington, Ill.; Art Carnahan, prop.; P.

CAROLINA AERO SERVICE, INC., Box 57, Anderson, S. C.

CAROLINA AIR PARK, INC., Rte 8, Box 42, Concord, N. C.; Homer L. Troutman, pres.; Super Cruiser, 2 Taylorcraft; AO—U. S.; C-P.

CAROLINA AIRCRAFT CORP., Kinston Munic. Airport, Kinston, N. C.; Truman W. Miller, pres.; Seabee, Piper J-J, Ercoupe, 4 Taylorcraft; AO—East N. C.

CAROLINA AIRCRAFT SALES, Statesville Rd., Brockenborough Field, Charlotte, N. C.

CAROLINA AVIATION, Box 954, Greenville, S. C.

CAROLINA AVIATION SERVICE, INC., Lancaster, S. C.

CAROLINA FLYING SERVICE, Tarboro Munic. Airport, Tarboro, N. C.; George F. Hatch, prop.; Howard 450, Cub Cruiser, Airsquad; AO—U. S. Canada; C-P.

CAROLINA SKYWAYS, Box 265, Charleston, S. C.

CAROLINA SKYWAYS, Box 1303, Wilmington, N. C.

CARPENTER, FRED, 201 Peat St., Syracuse, N. Y.

CARRIER FLYING SERVICE, Fairview, Okla.; Harold L. Carrier, prop.

CARTER FLYING SERVICE, Box 626, Freeport, Texas.

CARTHAGE AIR SERVICE, Myers Field, Carthage, Mo.

CARTHAGE AIR SERVICE, Rt. 3, Box 144, Carthage, Tex. James L. Folger, prop.

CARTHAGE FLYING SERVICE, Carthage, Ill. Ore.; P-I.

CARY, GEORGE STONE, 1235 Blvd., West Hartford, Conn.; George

CASCADE AIRWAYS TRAINING SCHOOL, 193 W. Vissie, Lebanon, Ore.; P-I.

CASPARIS FLYING SERVICE, P. O. Box 777, Alpine, Tex.

CASPER AIR SERVICE, Box 476, Casper, Wyo.; Zack Brinkerhoff, Jr., pres.; Bonanza, Bellanca, Silvair (5 Bonanzas); AO—U. S.; C-P.

Stone Cary, pres.; Waco ZGC-8; AO—U. S.; C-P.

CASPER FLYING SERVICE, INC., Box 808, Gillette, Wyo.; James T. Fulkerson, pres.; AO—U. S.; Cessna, Sedan, Chief, 2 Champsons (Cruisair); C-P.

CATAWBA AIR SERVICE, Box 655, Rock Hill, S. C.

CATERWHITE SEAPLANE BASE, INC., Ft. Dyckman St. & Hudson River, N. Y.

CATHCART, JOHN W., Box 33, Joseph, Ore.

CATLIN-HUTCHINSON FLYING SERVICE, Box 2566, Oklahoma City.

CATSKILL AIRPORT, INC., Box 16, Catskill, N. Y.; Lloyd A. Newcombe, pres.; Stinson 163; AO—U. S.; C-P.

CAVALIER AVIATION, INC., 3500 Seminary Ave., Richmond, Va.

CAVANAUGH BAY FLYING SERVICE, 2527 4th Ave., Altoona, Pa.

CEDAR FLYING SERVICE, INC., Box 737, Dubuque, Iowa.

CEDAR RAPIDS & MARION FLYING SERVICE, R. R. 1, Marion, Iowa.

CENTER AIRPORT, Bloomburg RD 5, Pa.

CENTERVILLE AIRWAYS, INC., Centerville, Iowa.

CENTRAL AIR SERVICE, 3222 Madison Ave., S. E., Grand Rapids 8, Mich.

CENTRAL AIR SERVICES, Rte. 13, Box 499, Fresno, Calif.

CENTRAL AIR TRANSPORT, Box 405, Miami 3, Fla.; C-P.

CENTRAL AIRCRAFT, INC., Box 808, Grand Island, Neb.

CENTRAL AIRPORT, Rte 2, Richmond, Va.

CENTRAL AIRPORT FLYING SERVICE, INC., Central Airport, Camden, N. J.

CENTRAL FLORIDA FLYING SERVICE, Box 1, Taylor Field, Ocala, Fla.

CENTRAL FLYING SERVICE, P. O. 2060, Adams Field, Little Rock, Ark.

CENTRAL FLYING SERVICE, Box 103, Centralia, Ill.

CENTRAL FLYING SERVICE, Lambert Field, Box 53, St. Louis.

CENTRAL HELICOPTERS, INC., 2016 Smith Tower, Seattle.

CENTRAL MAINE FLYING SERVICE SERVICE, INC., Box 558, Old Town, Maine.

CENTRAL NORTHERN AIRWAYS LTD.

CENTRAL PARK FLYING SERVICE, INC., Central Park Airport, 5600 Ave. D, Birmingham 8, Ala.

CENTRAL STATES AERONAUTICAL SERVICE, INC., 4800 W. 38th St., Indianapolis.

CENTRAL STATES AIRCRAFT, INC., Ogallala, Neb.; Stinson, 2 P-12s; 5 P-1s; AO—U. S. P.

CHAFFEE FLYING SERVICE, Box 27, Clintonville, Wis.

CENTRAL UTAH AVIATION, INC., Box 582, Provo, Utah.

CHAIRTOWN AVIATION CO., Box 366, Gardner, Mass.

CHICK'S FLYING SERVICE, Box 368, N. E. 57th St., Miami.

CHAMBERSBURG FLYING SERVICE, Rte 3, Chambersburg, Pa.

CHAMPS FLYING SERVICE, Munic. Airport, El Paso, Tex.

CHAPLIN'S AIRPARK, INC., Plymouth, Wis.

CHAPMAN & ROBERTSON, Box 629, Lancaster, Calif.

CHARDON AIRWAYS, INC., Rte. 44, Chardon, Ohio.

CHARLOTTE FLYING SERVICE, Munic. Airport, Charlotte, N. C.

CHARLESTON FLYING SCHOOL, Charleston Airport, Charleston, Ill.

CHASTAIN FLYING SERVICE, INC., Box 248, Prichard, Ala.

FOREIGN AIR MAIL RATES—PER 1/2 OUNCE

Aden .....25c	Costica .....15c	Guadaloupe .....10c	Newfoundland .....10c	Salvador (El) .....10c
Afghanistan .....25c	Cuba Rica .....10c	Guatemala .....10c	(incl. Labrador) .....10c	Samoa, Western .....25c
Albania .....15c	Curaçao .....10c	Haiti .....10c	New Guinea, Man .....25c	(Bri'tah) .....25c
Algeria .....15c	Cyprus .....25c	Honduras (Rep.) .....10c	dated Territory .....25c	San Marino (Rep.) .....15c
Andorra .....15c	Cyrenalia .....15c	Hong Kong .....25c	New Hebrides .....25c	Santa Cruz Islands .....25c
Anglo-Egyptian .....15c	Czechoslovakia .....15c	Hungary .....15c	New Zealand .....25c	Sarawak .....25c
Sudan .....25c	Dahomey .....25c	Iceland .....15c	Nicaragua .....10c	Saudi Arabia .....25c
Angola .....25c	Denmark .....15c	India .....25c	Niger .....25c	Scotland .....15c
Anquilla .....15c	Dodecanese Islands .....15c	Iraq .....25c	Nigeria .....25c	Senegal .....25c
Antigua .....15c	Dominica .....10c	Italy .....25c	North Borneo .....25c	Seychelles .....25c
Argentina .....10c	Dominican Republic .....10c	Italian Somaliland .....25c	Northern Ireland .....15c	Siam .....25c
Aruba .....10c	Ecuador .....10c	Ivory Coast .....25c	Northern Rhodesia .....25c	Sierra Leone .....25c
Ascension Island .....15c	Egypt .....15c	Japan .....10c	Norway .....15c	Solomon Islands .....25c
Australia .....25c	Eire (Ireland) .....15c	Jamaica .....10c	Nyasaland .....25c	Somalia .....25c
Austria .....15c	England (and Wales) .....15c	Kenya .....25c	Okinawa .....25c	Southern Rhodesia .....25c
Azores .....15c	Eritrea .....25c	Korea .....25c	Pakistan .....25c	Southwest Africa .....25c
Bahamas .....10c	Estonia .....25c	Labuan .....25c	Palestine .....25c	Spain .....15c
Bahrein Islands .....25c	Etahopia .....25c	Latvia .....15c	Panama .....10c	Spanish Guinea .....25c
Balearic Islands .....15c	Falkland Islands .....10c	Lebanon (Rep.) .....25c	Papua (British New Guinea) .....25c	Straits Settlements .....25c
Baluchistan .....25c	Faroe Islands .....15c	Leeward Islands .....10c	Paraguay .....10c	Surinam .....10c
Barbados .....10c	Fiji Islands .....25c	Libya .....15c	Peru .....10c	Sweden .....15c
Barbuda .....10c	Finland .....15c	Liechtenstein .....15c	Philippines (Rep. of) .....25c	Switzerland .....15c
Bechuanaland .....25c	France .....15c	Lithuania .....15c	Portugal .....15c	Syria .....25c
Belgian Congo .....25c	Free Territory of Trieste .....15c	Luxembourg .....15c	Portuguese East Africa .....25c	Taiwan (Formosa) .....25c
Belgium .....15c	French Cameroons .....25c	Macao .....15c	Portuguese Guinea .....25c	Tanzania .....25c
Bermuda .....10c	French Equatorial Africa .....25c	Madagascar .....25c	Portuguese India .....25c	Tibet .....25c
Bolivia .....10c	French Guinea .....10c	Madagascar (Federated and Nonfederated) .....25c	Portuguese Timor .....25c	Tonga (Friendly) .....25c
Bonair .....10c	French Guiana .....25c	Maldives Islands .....15c	Portuguese West Africa .....25c	Trinidad .....25c
Brazil .....10c	French Indo China .....25c	Malay States (Federated and Nonfederated) .....25c	Redonda .....10c	Trinidad .....15c
British Cameroons .....25c	French Settlements in India .....25c	Malta .....15c	Reunion Island .....25c	Trinidad .....15c
British Guiana .....25c	French Settlements of Oceania .....25c	Martinique .....10c	Rio de Oro .....25c	Trinidad .....15c
British Honduras .....10c	French Somaliland .....25c	Mauritania .....25c	Rumania .....15c	Tunisia .....15c
British Somaliland .....25c	French Togoland .....25c	Mauritius .....25c	Ryukyu Islands .....25c	Turkey .....15c
British Virgin Islands .....10c	Gambia .....25c	Mexico .....25c	Union of South Africa .....25c	Turks Island .....10c
Brunel .....25c	Germany .....15c	Postal cards .....4c	Uruguay .....10c	Uganda .....25c
Bulgaria .....15c	Gibraltar .....25c	Monaco .....15c	U. S. S. R. .....15c	Union of South Africa .....25c
Burma .....25c	Gilbert & Ellice Islands Colony .....25c	Montserrat .....10c	Vatican City State .....15c	Uruguay .....10c
Canada .....25c	Gold Coast Colony .....25c	Morocco .....15c	Venezuela .....10c	U. S. S. R. .....15c
Postal cards .....4c	Greece (incl. Crete) .....15c	Mozambique .....25c	Yemen .....25c	Vatican City State .....15c
Canary Islands .....25c	Grenada .....10c	Nauru Island .....25c	Yugoslavia .....25c	Venezuela .....10c
Cape Verde Islands .....25c	Grenadines .....10c	Netherlands .....15c	Zanzibar (incl. Pemba) .....25c	Yemen .....25c
Ceylon .....25c		Netherlands Indies .....25c		
Chile .....15c		Nevis .....10c		
China .....25c		New Caledonia .....25c		
Columbia .....10c				
Cook Island .....25c				

CHATHAM FLYING SERVICE, Chatham Airport, Chatham, Mass.
 CHESAPEAKE AIRWAYS, INC., Salisbury Municipal Airport, Salisbury, Md.; Fred P. Adkins: 2 DC-3s; AO—Md.; C-P.
 CHESTERFIELD-CHEWAW FLYING SERVICE, Box 63, Chesterfield, S. C.
 CHICKASHA FLYING SERVICE, Box 541, Chickasha, Okla.
 CHILLICOTHE FLYING SERVICE, Box 51, Muncie Airport, Chillicothe, Mo.; Eugene E. Eichenbrenner, pres.; Stinson Reliant; AO—U. S.; C-P.
 CHINCOTEAGUE SEAPLANE BASE, Chincoteague Island, Va.; C. L. Savage, prop.; Taylorcraft seaplane, Seabee, PT-19, 2 Taylorcraft landplanes, 2 J3 seaplanes; AO—mostly local, but not restricted; P-I.
 CHIPPEWA FLYING SERVICE, INC., Box 32, Sault Ste. Marie, Mich.
 CHRISTIE AIRPORT, New City, N. Y.
 CIRRIUS AIR SERVICE, Box 143, Antonito, Colo.; Stanley M. Koschke & James W. Hurst, props.; Cessna 120 (Cessna 120); AO—Colo. & surrounding states; C-P.
 CIVIL AIR AVIATION, County Airport, Waynesburg, Pa.
 CLARENDON A & E SERVICE, Box 598, Clarendon, Tex.; Joe F. Jones, pres.; Cub, Stinson, 2 Funks; AO—Tex., Okla., N. M.; C-P.
 CLARENDON FLYING SERVICE, Box 54, Clarendon, Tex.
 CLARK AERO SERVICE, Adams Field, Little Rock, Ark.
 CLARK FLYING SERVICE, Erick, Okla.
 CLARK'S FLYING SERVICE, Box 56, Nampa, Ida.
 CLARKSBURG AVIATION CO., INC., Box 1, Clarksburg, W. Va.
 CLEAR RIDGE AVIATION, INC., 72nd & Crown Point Rd., Omaha, Neb.; William A. Fraser, Jr., pres.; Cub Cruiser, 3 Stinsons, 7 trainers (Stinson); AO—Neb., West Iowa; C-P.
 CLEARWATER FLYING CO., Box 449, Clearwater, Fla.
 CLEMENTON AVIATION, INC., White Horse Pike & Brand Ave., Clementon, N. J.
 CLEVELAND AIR SERVICE, IOHNNIE, 322 Downing St., Jackson, Miss.; Johnnie Cleveland, pres.; 2 Navions (3 Navions); AO—U. S.; C-P.
 CLEVELAND & WADE, 3200 Dewey St., Clover Field, Santa Monica, Calif.; George L. Wade, pres.
 CLICK FLYING SERVICE, 63 W. Main St., Buckhannon, W. Va.
 CLIFTON FORGE AIR SERVICE, Box 529, Clifton Forge, Va.
 CLINCH FLYING SERVICE, North Platte, Neb.; Bellanca, Cessna 40, 2 Cessna 120s, 4 Taylorcraft (Cessna 170); AO—U. S.; C-P.
 CLINCH VALLEY AIRWAYS, Richlands, Va.
 CLINE CATTLE CO., Amarillo Hotel, Amarillo, Texas.
 CLINTON AVIATION CO., Hangar 1, Stapleton Airfield, Denver.
 CLINTON FLYING SERVICE, 311 W. Crawford St., Paris, Ill.
 CLIPPER AIR SPECIALTIES, 1 Windsor Lane, Kirkwood 22, Mo.; W. Calvin Clippinger, pres.; AO—East, Midwest; C-P. (Inactive at present time, but expects to reinstitute operations this year.)
 CLOTHIER FLYING SERVICE, Florence, Kan.; Norman A. Clothier, pres.; Super Cruiser; AO—U. S.; C-P.
 CLOVIS AIRPORT, P. O. Box 895, Clovis, N. Mex.; W. L. Goedeke and Arthur P. Jentgen, props.
 CLUGSTON, HARRY L., Macomb Airport, Macomb, Ill.
 COAST AIR TRANSPORT, INC., Box 312, Middletown, N. J.
 COAST PACIFIC AIR SERVICE, INC., Box 151, Bellingham, Wash.
 COASTAL AIR LINES, INC., 42 N. Mountain Ave., Montclair, N. J.; Herbert Sussman, pres.; 3 DC-3s; AO—U. S. & territories, South America; C.
 COASTAL AIRLINES, INC., 3320 S. E. 5th Ave., Portland, Ore.
 COASTAL AVIATION, INC., Box 140, Elizabeth City, N. C.
 COASTAL CARGO CO., INC., Teterboro Air Terminal, Teterboro, N. J.; C.
 COASTLAIR, INC., Virginia Beach Airport, Rte 1, Box 64A, Lynnhaven, Va.
 COASTWAY SCHOOL OF AERONAUTICS, Tillamook, Ore.; P-I.
 COCHRAN, JR., FRANKLIN MILLER, Box 275, Davidson, N. C.
 COCKETT AIRLINES, 1517 Leilani St., Honolulu; C-P.
 CODWICK FLYING AERO SERVICE, Box 165, Scappoose, Ore.; also Box 53, Astoria, Ore.; L. D. Cody & C. W. Wicking, props.; Aerone Chief, 2 PT-26s, 2 Stinsons, 3 Cessnas (Stinson); AO—Pacific Northwest; C-P.
 COFFEYVILLE AIRWAYS CO., Box 274, Coffeyville, Kan.; John H. Lightstone, pres.; Super Cruiser, 2 Stinsons, 2 Cessna 140s; AO—600 miles from base; C-P.
 COFFIE FLYING SERVICE, HARRY, Estherville, Ia.; Harry E. Coffie, pres.; Fairchild 24, Bellanca, Cessna 140 (Bonanza); AO—Unlimited; C-P.
 COINER POPE FLYING SERVICE, Waynesboro Airport, Waynesboro, Va.
 COLEMAN FLYING SERVICE, Cornelia Fort Air Park, Nashville 6, Tenn.; Granville M. Miller and Ernest W. Colbert, Props.
 COLLETON AVIATION SERVICE, INC., Box 214, Walterboro, S. C.
 COLONIAL AIR SERVICE, Box 341, Sausalito, Calif.
 COLONIAL FLYING SERVICE, Colonial Airport, Mt. Airy, N. C.
 COLORADO AIR SCHOOLS, INC., P. O. Box 1433, Pueblo, Colo.
 COLUMBIA AIRCRAFT SERVICES, Bloomsburg Municipal Airport, Bloomsburg, Pa.
 COLUMBIA FLYING SERVICE, Municipal Airport, Columbia, Mo.; E. W. Woods, Prop.; P.
 COLUMBUS AIRWAYS, INC., P. O. Box 1478, Columbus, Ga.
 COLUMBUS FLYING SERVICE, Columbus, Mont.
 COLVILLE AIR SERVICE, Box 32, Colville, Wash.
 COMBS FLYING SERVICE, W. T. P. O. Box 550, Bristol, Va.
 COMMUNITY AVIATION CORPORATION, Box 426, Morgantown, S. C.
 CONCORD SCHOOL OF AVIATION, Sherman Field, Concord, Calif.
 CONN-AIR, INC., Danbury Airport, Danbury, Conn.; Richard E. Conley, pres.; Widgen, Navion, 2 Stinsons; AO—East U. S.; C-P.
 CONNECTICUT VALLEY AIRWAYS, INC., Box 418, W. Lebanon, N. H.
 CONNER AIR LINES, P. O. Box 122, Miami Springs, Fla.
 CONNETT AIR SERVICE, HAROLD, Muncie Airport, Abilene, Kansas; Harold Connet, Jr., pres.; Cessna 120; C-P.
 CONNORS'S MOBILE AIR SERVICE, JACK, Box 2006, Spring Hill, Alabama.
 CONSOLIDATED AIRCRAFT REPAIR, INC., Smith Field, Fort Wayne, Ind.
 CONSOLIDATED AIR SERVICE, Hayward Airport, Hayward, Calif.
 CONSOLIDATED SCHOOL OF AVIATION, INC., Cape Girardeau, Mo.; William J. Kies, pres.; Stinson V-77, Cub Cruiser, Luscombe; AO—U. S.; C-P.

CONTINENTAL CHARTERS, INC., Miami Int'l Airport, Miami; John A. Belding, pres.; 3 C-46s; AO—U. S., Caribbean, So. America; C-P.
 CONTINENTAL DIVIDE AVIATION CO., Box 851, Rawlins, Wyo.
 CONWAY VALLEY AIRPORT, Box 276, Conway, N. H.
 COOK CLELAND CATALINA AIRWAYS, INC., Cook Cleland Airport, Willoughby, Ohio; Cook Cleland, pres.; AO—U. S. Canada; P BY 5A; C-P.
 COOK'S AERO SERVICE, Box 41, Alcoa, Tenn.
 COOLIDGE FLYING SERVICE, Box 1208, Coolidge, Ariz.; Russell White & Leon Smith, props.; Stinson Station Wagon (Stinson); AO—U. S.; C-P.
 COOPER & BOSWORTH AIR SERVICE, Beach Airport, Charlotte, Mich.
 CORSAIR FLYING SERVICE, INC., Box 315, Kalispell, Mont.
 CORSICANA SCHOOL OF AERONAUTICS, Box 1133, Corsicana, Tex.; P-I.
 CORTEZ FLYING SERVICE, Cortez, Colo.
 CORTLAND AIRWAYS, Municipal Airport, Cortland, N. Y.
 COUNTRY CLUB FLYING SERVICE, INC., Hicksville, L. I., N. Y.
 COUNTY AIRPORT CORP., Westchester Cy. Airport, White Plains, N. Y.
 CRAWFORD, EVERT TERRY, Box 267, Nacogdoches, Tex.
 CREGAN, THOMAS H. R. D., New Paltz, N. Y.
 CRESCENT CITY AIRWAYS, New Orleans Airport, New Orleans; James B. Levert, prop.; Stinson AT-19, Stearman PT-17, Taylorcraft, Cub seaplane, 4 Cubs; AO—U. S.; C-P.
 CRESCENT CITY AVIATION, Box 2011, Sta. D, Evansville, Ind.; W. B. Dorr, prop.
 CRETE FLYING SERVICE, Muncie Airport, Crete, Neb.
 CRIBBETT FLYING SERVICE, Wahoo, Neb.
 CROMELIN'S AIR ACTIVITIES, INC., Daniel Field, Augusta, Ga.
 CROSBYTON FLYING SERVICE, INC., Crosbyton, Tex.
 CROSS, DWIGHT SHAW, Huntersville, N. C.
 CUB AVIATION SERVICE, INC., Box 690, Jackson, Mich.
 CULVER FLYING SERVICE, INC., Municipal Airport, Evansville, Ind.
 CUMBERLAND FLYING SERVICE, RFD 3, Portsmouth, Va.
 CUMMINS FLYING SERVICE, Star Rte., Camdenton, Mo.
 CURREY AIR TRANSPORT, LTD., Muncie Airport, Galesburg, Ill.; DC-3, Cessna UC-78, Bell helicopter, 2 Bonanzas; AO—North & South America; C-P.
 CURRY FLYING SERVICE, 882 Palm St., Abilene, Tex.; AO—2,000 miles from base; C-P-I.
 CUSHING FLYING SERVICE, Municipal Airport, Cushing, Okla.; John C. Kenworthy, Prop.

D

D. & D. FLYING SERVICE, Box 227, Clinton, Okla.
 DABNEY, VIRGINIUS, 6619 Robin Rd., Dallas, Tex.
 DAKOTA AVIATION CO., W. W. Howes Municipal Airport, Huron, S. D.
 DAKOTA SKYWAYS, Box 1676, Fargo, N. D.; Vernon L. Scott, pres.
 DALLAS AIRCRAFT SALES, INC., 3416 Love Field Dr., Box 7121, Dallas.
 DALTON FLYING SERVICE, P. O. Box 401, Williams, Calif.
 DANBURY SCHOOL OF AERONAUTICS, INC., Box 2008, Danbury, Conn.
 DANIELS, LEWIS D., 3728 E. 29th Ave., Spokane, Wash.
 DANVILLE AVIATION SCHOOL, INC., P. O. Box 457, Municipal Airport, Danville, Va.
 DANVILLE FLYING SERVICE, Danville, Pa.; Kenneth B. Burrows, pres.; PA-12 (4-place plane, unspecified); AO—U. S.; C-P.
 DANVILLE FLYING SERVICE, INC., Box 1014, Danville, Va.
 DARLINGTON, WILLIAM ARTHUR, Anderson Airport, Anderson, Ind.
 DAVIDSON AIR SERVICE, Vermillion, S. D.
 DAVIS, FLYING SERVICE, Inc., Sherman Field, Louisville, Ky.
 DAVIS BROS. FLYING SERVICE, Daleville Airport, R D 3, Moscow, Pa.
 DAVIS FLYING SCHOOL, 509 W. French Pl., San Antonio, Tex.; F. F. Davis, mgr.; P-I.
 DAVIS FLYING SERVICE, Lake Village, Ind.
 DAVIS FLYING SERVICE, Laytonville, Md.
 DAVIS SCHOOL OF FLYING, Box 345, Ridgecrest, Calif.; Robert C. Davis, prop.
 DAVIS ROE F., Box 546, Burns, Ore.
 DAVIS SEAPLANE BASE, Rte 3, Box 506A, Orlando, Fla.; A. H. Lane, pres.; 3 Aeroneas; AO—Fla.; C-P.
 DAY FLYING SERVICE, JOHN, Box 261, John Day, Ore.
 DAYTONA BEACH FLYING SERVICE, Box 3701, Municipal Airport, Daytona Beach, Fla.
 DEATON FLYING SERVICE, HASKELL A., Plaza Airport, Charlotte, N. C.; Haskell A. Deaton, prop.; Luscombe, PA-11, 2 PA-12 Cruisers; AO—U. S.; C-P.
 DE AUTREMENT, VERNE, 1130 Chemetka St., Salem, Ore.
 DECKER FLYING SERVICE, Box 116, Dunellen, N. J.
 DEFFAIR, INC., Bryan-Deffance Memorial Airport, Deffance, O.; N. E. Flint, pres.; 3 small biplanes, small seaplane; AO—O., Mich., Ind.; C-P.
 DE FUNIAK FLYING SERVICE, De Funiak Springs, Fla.; Clyde C. Cannan & Frank E. Smith, props.
 DELMARVA FLYING SERVICE, Delmarva Airport, Salisbury, Md.
 DELMONTE AVIATION CO., Box 311, Monterey, Calif.
 DEL RIO FLYING SERVICE, Box 523, Del Rio, Tex.
 DELTA AIR SERVICE, Starr Nelson Airport, Delta, Colo.
 DEMING AIR PARK, Box 110, Deming, N. M.; Frank M. Huxtable, prop.
 DENIEN, RALPH R., Ross-Denien Airport, Salem, Ind.; Ralph R. Denien, prop.; 2 Cubs; AO—U. S.; C-P.
 DENTON AVIATION CO., Denton, Tex.; Jack Grey, pres.; PA-12, Stinson 108; AO—U. S. Canada, Mexico; C-P.
 DERVEN FLYING SCHOOL, INC., Matamoros, Pa.
 DES MOINES FLYING SERVICE, Box 172, Des Moines, Ia.
 DESOMBE FLYING SERVICE, INC., Brainerd Field, Hartford, Conn.
 DESERT SKYWAYS, INC., Boulder City Airport, Boulder, Nev.
 DEVENER, RAYMOND F., Broadway, Hanover, Pa.
 DEVILS LAKE FLYING INDUSTRIES, Box 158, Oceanlake, Ore.
 DE WITTE FLYING SERVICE, Prophetstown Airport, Prophetstown, Ill.
 D. G. FLYING SERVICE, RR No. 3, Elwood Airport, Elwood, Ind.
 DICKERHOOF FLYING SERVICE, Municipal Airport, Chanute, Kan.
 DIECKBRADER, R. E., 5391 Eastern Ave., Cincinnati.

UNITED STATES IRREGULAR AIR CARRIERS—Continued

DIXIE AIR ASSOCIATES, INC., Box 6067, Munic, Airport, Memphis;
Louis P. Hulet, pres.; 2 Cessna 140s, 2 Cessna 120s, Cessna 170;
AO—Tenn., Ala., Miss., Ark., Mo., Ill., Ind. Ky.; C-P.
DIXIE AIR, INC., Van De Graaf Field, Tuscaloosa, Ala.
DIXIE AIR SERVICES, INC., P. O. Box 4237, Fondren Station,
Jackson, Miss.
DIXIE AIRWAYS, Box 1134, Williamsburg, Va.; David Charles Weiss.
DIXIE AVIATION CO., Owens Field, Columbia, S. C.; M. Berley
Kittrell, pres.; Sunson V-77, Station Wagon; AO—U. S.; C-P.
DIXON FLYING SERVICE, Dixon Airport, Dixon, Ill.; R. O.
Schnell, prop.
DOCKERY, J. O., AIR SERVICE, P. O. Box 817, Stuttgart,
Ark.; J. O. Dockery, Prop.

DODGE CITY AIR SERVICE, INC., Box 190, Dodge City, Kan.
DONAHOE AIR SERVICE, Box 709, Chehalis, Wash.
DONALDSON COMPANY, INC., Plentywood, Mont.
DOTSON BROS., Coeburn Airport, Coeburn, Va.
DOUGLAS FLYING SERVICE, Douglas Airport, Corpus
Christi, Tex.
DOWN EAST AIR SERVICE, INC., 554 N. Main St., Brewer,
Maine.
DOWNTOWN AIRPORT, INC., R. D. No. 1, Vineland, N. J.
DOWNTOWN SKYTEL, INC., P. O. Box 992, Deming, N. Mex.
DRAPELA FLYING SERVICE, Walker Field, Grand Junction, Colo.
DuBOIS SCHOOL OF AVIATION, INC., Box 372, DuBois, Pa.; P-I.
DUNCAN FLYING SERVICE, Box 647, Duncan, Okla.

International Air Parcel Post Rates From United States

COUNTRY	1st 4 oz. or fraction	Each Addit. 4 oz. or frac.	1 lb.	2 lb.	3 lb.	5 lb.	10 lb.	Rate for Limit	Limit of Wgt.
Argentina	1.51	.76	3.70	6.83	9.87	15.95	31.15	134.51	44
Australia	1.62	1.27	5.43	11.91	18.39	31.35	63.75	70.23	11
Austria	1.05	.49	2.52	4.48	6.44	10.36	20.16	43.68	22
Azores	.71	.44	2.03	3.79	5.55	9.07	17.87	19.63	11
Bahamas	.83	.14	1.25	3.49	5.29	9.29	13.01	22	22
Belgian Congo	1.28	.79	3.75	6.91	10.07	16.39	32.19	139.63	44
Belgium	.98	.43	2.27	3.99	5.71	9.15	17.75	76.23	44
Bermuda	.76	.13	1.15	1.67	2.19	3.23	5.83	12.07	11
Bolivia (3)	1.08	.40	2.38	3.88	5.48	8.68	16.68	71.08	44
British Guiana	1.07	.39	2.24	3.80	5.36	8.48	16.28	35.00	22
Chile	1.31	.56	2.99	5.23	7.47	11.97	23.17	50.03	22
China (6)	1.43	1.08	4.67	8.99	13.31	21.95	43.55	216.35	50
Colombia	1.21	.40	2.42	4.02	5.62	7.92	15.92	71.21	44
Costa Rica	.79	.29	1.66	2.82	3.98	6.30	12.10	51.54	44
Cuba (4)	.80	.15	1.25	1.85	2.45	3.65	6.65	13.85	22
Curacao	.72	.36	1.80	3.24	4.68	7.56	14.76	63.72	44
Czechoslovakia	.88	.48	2.32	4.24	6.16	10.00	19.60	84.58	44
Denmark (incl. Faroe Islands)	.97	.47	2.38	4.26	6.14	9.90	19.30	83.22	44
Dominican Republic	.86	.22	1.52	2.40	3.28	5.04	9.44	39.36	44
Ecuador	1.24	.33	2.23	3.55	4.87	6.51	13.11	58.99	44
Egypt	1.35	.64	3.27	5.83	8.39	13.51	26.31	57.03	22
Elte (Ireland)	.97	.37	2.08	3.56	5.04	8.00	15.40	16.88	11
Estonia	1.66	.63	3.55	6.97	8.59	13.63	26.22	56.47	22
Fiji Islands	1.67	1.00	4.67	8.67	12.67	20.67	40.67	88.67	22
Finland	.88	.51	2.41	4.45	6.49	10.57	20.77	90.13	44
France	1.22	.44	2.54	4.30	6.06	9.58	18.38	39.50	22
French Guiana	.79	.44	2.11	3.87	5.63	9.15	17.95	19.71	11
Germany	.95	.45	2.30	4.10	5.90	9.50	18.50	40.10	22
Gold Coast Colony	1.18	.64	3.10	5.66	8.22	13.24	26.14	58.86	22
Great Britain & No. Ireland	1.00	.41	2.23	3.87	5.51	8.79	16.99	36.07	22
Greece (incl. Crete and Dodecanese Islands)	1.07	.57	2.78	5.06	7.34	11.90	23.30	50.66	22
Guatemala	1.01	.25	1.76	2.76	3.76	5.76	10.76	44.76	44
Haiti	.72	.21	1.35	2.19	3.03	4.71	8.91	37.47	44
Honduras (5)	.78	.28	1.62	2.74	3.86	6.00	11.70	49.78	44
Hong Kong	1.74	1.38	5.91	11.47	17.03	28.15	55.95	122.67	22
Iceland	.89	.33	1.88	3.20	4.52	7.16	13.76	58.64	44
India	1.70	.96	4.58	8.42	12.26	19.94	39.14	85.22	22
Iraq	1.47	.72	3.63	6.51	9.39	15.15	29.55	127.47	44
Italy	1.08	.60	2.58	4.58	6.58	10.58	20.58	44.58	22
Latvia	1.66	.63	3.55	6.97	8.59	13.63	26.23	56.47	22
Lithuania	1.66	.63	3.55	6.97	8.59	13.63	26.23	56.47	22
Luxembourg	.98	.48	2.27	3.99	5.71	9.15	17.75	76.23	44
Mexico	1.64	.43	1.15	1.67	2.19	3.23	5.83	12.07	11
Netherlands	.89	.44	2.21	3.97	5.73	9.25	18.05	77.89	44
New Zealand	1.82	1.17	5.33	10.01	14.69	24.05	47.45	52.13	11
Newfoundland (incl. Labrador) (4)	.76	.16	1.24	1.88	2.52	3.80	7.00	10.20	16
Nicaragua	1.02	.29	1.67	2.87	3.99	6.31	12.11	51.55	44
Norway (incl. Spitzbergen)	1.02	.47	2.43	4.31	6.19	9.95	19.35	83.27	44
Philippines (7)	1.81	1.26	5.59	10.63	15.67	25.75	50.95	222.31	44
Portugal (1)	.71	.44	2.03	3.79	5.55	9.07	17.87	19.63	11
El Salvador	1.02	.26	1.80	2.66	3.10	5.18	10.38	45.74	44
Saudi Arabia (8)	1.56	.77	3.87	6.95	10.03	16.19	31.59	34.67	11
Siam	2.29	1.50	6.79	12.79	18.79	30.79	60.79	132.79	22
Surinam	.92	.41	2.15	3.79	5.43	8.71	16.91	72.67	44
Sweden	.85	.49	2.32	4.28	6.24	10.16	19.96	86.60	44
Switzerland	.92	.46	2.30	4.14	5.98	9.66	18.86	81.42	44
Syria (2)	1.22	.64	3.14	5.70	8.26	13.38	26.18	113.22	44
Trieste	1.08	.50	2.58	4.58	6.58	10.58	19.58	44.58	22
Trinidad and Tobago	1.03	.35	2.08	3.48	4.88	7.68	14.68	31.48	22
Tunisia	1.11	.54	2.73	4.89	7.05	11.37	22.17	95.61	44
Turkey	1.15	.57	2.86	5.14	7.42	11.98	23.38	100.90	44
Union of South Africa	1.31	.94	4.13	7.80	11.65	19.17	37.97	41.73	11
Union of Soviet Socialist Republics	1.66	.63	3.55	6.97	8.59	13.63	26.23	56.47	22
Uruguay	1.26	.76	3.54	6.58	9.62	15.70	30.90	134.26	44
Vatican City State	1.08	.50	2.58	4.58	6.58	10.58	19.58	44.58	22
Venezuela	1.27	.36	2.35	3.79	5.23	8.11	13.51	64.27	44

Note: Weight limits are set by the respective countries involved.)

- (1) Limit of 22 pounds to Lisbon only.
- (2) Chaba and Sakhad have an 11-pound limit; Bloudan, Tel Abiad, and Yabroud have a 22-pound limit.
- (3) Parcel for Bolivia exceeding 11 or 22 pounds in weight accepted for certain offices only.
- (4) Parcels weighing 8 ounces or less should not have customs declarations or parcel post stickers attached.
- (5) Parcels for Honduras exceeding 22 pounds in weight, accepted for certain offices only.
- (6) Parcels for China exceeding 22 pounds in weight accepted for the cities of Canton (Kwangtung), Shanghai (Kiangsu), and Swatow (Kwangtung).
- (7) Parcels for the cities of Manila, Baguio, Iloilo, Cebu, Zamboanga, and Davao, and the municipality of Tacloban in the Province of Leyte may weigh up to 44 pounds. The weight limit for other places is 11 pounds, except that parcels containing only legal, educational, medical, or scientific books may weigh up to 22 pounds when addressed for delivery in cities in the Philippines.
- (8) To post offices of Dhahran, Hassa, Khobar, and Riyadh only.

DUPEN FLYING SERVICE, Muncie, Airport, Sacramento, Calif.
DYE, T. H., Box 712, Dumas, Tex.
DYERSBURG FLYING SERVICE, Box 381, Dyersburg, Tenn.

E

EAGLE AIR EXPRESS, Box 209, Yoakum, Tex.
EAGLE AIR SERVICE, Box 1327, Adams Field, Little Rock, Ark.
EAGLE TAIL, INC., Box 147, Raton, N. M.
EAST COAST AIR SERVICE, INC., Box 3006, Miami.
EAST COAST AVIATION CORP., Box 129, Lexington 73, Mass.
EASTERN SHORE SERVICE, Parkley, Va.
EASTERN SHORE FLYING SERVICE, Kellam Field, Weirwood, Va.
Harry W. McCann, Jr., PA-12; AO-East of Mississippi River; P.
EASTPORT FLYING SERVICE, INC., P. O. Box 104, Eastport, Maine.

EATON RAPIDS FLYING SERVICE, Eaton Rapids, Mich.; William L. Hawk, pres.; T-50, Station Wagon (Station Wagon); AO—Mich.; C-P.

EBENSBURG FLYING SERVICE, Ebensburg, Pa.
ECCHELON AERONAUTICAL SERVICE, Box 104, Haddonfield, N. J.; Rogers M. Smith, pres.; 4 5-place single-engine & multi-engine planes, under 10,000 lbs.; AO—U. S., Canada, Mexico; C-P.

ECCLES FLYING SERVICE, Wolf Point, Mont.
ECONOMY AIRWAYS, INC., 423 W. 37 St., N. Y.
EDDY FLYING SERVICE, INC., Muncie, Airport, Findlay, Ohio; Paul P. Eddy, pres.; Bonanza; AO—U. S.; C-P.

EDE, JOHN S., 1112 Jefferson Ave., Des Moines.
EDMINGTON AIR SERVICE, Muncie, Airport, Concordia, Kan.
EDMONDSON FLYING SERVICE, INC., Clover, Va.
EL MONTE AIR TRANSPORTATION, El Monte Airport, El Monte, Calif.

ELDON FLYING SERVICE, Eldon Airport, Eldon, Mo.
ELKHORN AIR SERVICE, P. O. Box 147, Elkhorn, Wis.
ELKHART FLYING SERVICE, INC., Eastside Airport, Box 602, Elkhart, Ind.

ELKTON AIRPORT, Elkton, Va.
ELLENBURG FLYING SERVICE, Box 386, Ellensburg, Wash.
ELLINWOOD FLYING SERVICE, Muncie, Airport, Ellinwood, Kan.; Crist Chifos, prop.

ELLIOTT FLYING SERVICE, Cram Field, Box 418, Davenport, Ia.; AO—U. S.; Bonanza, Clipper, Stinson; C-P.

ELLIOTT, HENRY E., 811 Maple St., Cleveland, Miss.
ELMIRA AERONAUTICAL CORP., County Airport, Horseheads, N. Y.
ELMORE & MILLER AVIATION ENTERPRISES, Box 328, Casper, Wyo.

ELSINORE AIRPORT, Box 686, Elsinore, Calif.; E. L. Medicott, prop.

EMERY-RIDDLE CO., Box 668, Miami; J. C. McKay, pres.; B-18; J. Navions, 4 Cesna 140s; AO—U. S.; C-P.

EMERY FLYING SERVICE, Cameron, Mo.; Harold E. Emery, pres.; 4 light planes; AO—U. S.; C-P.

EMMERT AIRPORT, INC., Iowa Falls, Ia.; Leslie T. Emmert, pres.; Stinson, Waco, Cessna; AO—U. S.; C-P.

EMPIRE STATE AVIATION, Newburgh-Walden Airport, Walden, N. Y.; J. Earl Tillson, prop.

EMPORIA FLYING SERVICE, INC., Muncie, Airport, Emporia, Kan.
ENGLEWOOD AIRPORT, Box 146, Englewood, Colo.
ENGLON'S FLYING SERVICE, Bate Field, Mobile, Ala.

ENLOE AERO SERVICE, Box 525, Decatur, Ill.
ENNIS FLYING CLUB, City Airport, Ennis, Tex.
ERHART FLYING SERVICE, Laredo, Kan.; Delbert F. Erhart, pres.; 2 Cessnas; AO—U. S.; C-P.

ERIE COUNTY FLYING SERVICE, Box 256, Fairview, Pa.; M. E. Dudlak, mgr.; Twin Cessna, Cessna 140, AT-6, Reliant, PT-19, 4 Aerona 7Acs (Stinson 165); AO—Unrestricted; C-P-1.

ESCALANTE, OSCAR F. & TRAKOWSKI, VERN D., 141 Hilltop Circle, Chula Vista, Calif.

ESKRIDGE FLYING SERVICE, Craig Municipal Airport, Craig, Colo.; Jim Eskridge, pres.; AO—Rocky Mt. area; 2 Bonanzas, Cub; Taylorcraft; C-P.

EUGENE FLYING SERVICE, Box 229, Eugene, Ore.; Joseph Harrell, pres.; Cub, Cruiser, Cessna AO-U. S.; C-P.

EUNICE AIRPORT, Box 415, Eunice, La.
EXECUTIVE FLEET, INC., Brainerd Field, Hartford, Conn.
EVANSVILLE FLIGHT SERVICE, INC., 519 Vine St., Evansville, Ind.

EVERETT AIRWAYS, INC., Box 737, Hoquiam, Wash.
EXECUTIVE AIRLINES, INC., 414 Chester-Ninth Bldg., Cleveland.
EXECUTIVE AVIATION, INC., Muncie, Airport, Hayward, Calif.
EXECUTIVE FLEET, INC., Brainerd Field, Hartford, Conn.; G. Stewart Howe, pres.; 4 Navions; AO—U. S., Canada; C-P.

F

FAAHS, ALFRED W., Michael Rd., Orchard Park, N. Y.
FARER FLYING SERVICE, INC., Valley Airport, Box 848, Waynesboro, Va.

FALCONPORT AIRPORT, INC., Box 709, Spartanburg, S. C.
FALCON AIRWAYS, Box 180, Reidville, N. C.
FALCONER AIRPORT, Falconer, N. Y.

FALLS FLYING SERVICE, Thief River Falls, Minn.; L. A. Ihle, pres.; Cub, Taylorcraft, 2 Voyagers; AO—N. Minn.; C-P.

FANSLAU AIR SERVICE, E. W. F. Memorial Airport, Manhattan, N. J.; George Fanslau, Prop.

FANTA REED AIR SERVICE, INC., Box 176, La Crosse, Wis.
FARMINGTON AVIATION CORP., Box 286, Farmington, Mo.
FARRAR, LES, 900 42nd St., San Bernardino, Calif.

FARRELL FLYING SERVICE, Twin City Airport, Benton Harbor, Mich.

FASSETT, ALVAH, Box 85, Tunkhannock, Pa.
FATRIE FLYING SERVICE, Box 11, Gonzales, Tex.
FATLICKER & AYERS, INC., Box 36, Paris, Tex.

FAYETTEVILLE AIR SERVICE, Fayetteville, N. C.; Cub; AO—U. S.; C-P.

FAYETTEVILLE FLYING SERVICE, Box 544, Fayetteville, Ark.
FECHTER-BROWER AIR SERVICE, Sutherland, Ia.
FEDERATED AIRLINES, INC., 19 W. 48th St., N. Y.

FELT'S FLYING SERVICE, Box 175, Roseburg, Ore.
FERNS FLYING SERVICE, Concord Airport, Concord, N. H.; Frank Ho T. & John W. Ferns, props.; Stinson 150, Cessna 140 (Cessna 170); AO—U. S., Canada; C-P.

FERRY AIR SERVICE, East Greenbush Airport, East Greenbush, N. Y.
FESTUS FLYING SERVICE, INC., 215 Main St., Festus, Mo.
FINLEY'S FLYING SERVICE, Box 863, Joplin, Mo.

FITZGERALD AIR SERVICE, INC., Box 390, Mendota, Ill.
FLAG-AIR, INC., Box 1398, Flagstaff, Ariz.; Carl H. Guthrie, pres.; Voyager, Sivaire; AO—U. S.; C-P.

FLEEMAN FLYING SERVICE, Manila, Ark.
FLEMING FLYING SERVICE, 817 3rd St., Bureka, Calif.
FLETCHER AVIATION, INC., Franklin-Norfolk Airport, Norfolk, Mass.

FLIGHT LINE, INC., Muncie, Airport, Lincoln, Neb.
FLIGHT SALES, 415 Prospect Ave., Asbury Park, N. J.
FLIGHTS, INC., 6429 Anaheim Telegraph Rd., Los Angeles.

FLINT FLYING SERVICE, Bishop Airport, Flint 7, Mich.
FLITEWAYS, INC., Blue Earth, Minn.

FLORAL CITY AVIATION, INC., Box 707, Monroe, Mich.
FLORIDA AVIATION COLLEGE, Box 1621, Drew Field, Tampa; P-1.
FLYERS SERVICE, INC., Rm. 208, Adm. Bldg., Holman Field, St. Paul, Minn.

FLYING CLIPPER SERVICE, 1700 Central Courts No. 3, Gulfport, Miss.; Wm. W. Toy, prop.

FLYING CLOUD AIRPORT, INC., 6034 1/2, Ruby St., Los Angeles.
FLYING DUTCHMAN AIR SERVICE, Somerton Airport, Phila.; P.
FLYING L. RANCH, Bandera Airport, Bandera, Tex.; J. H. Lapham, prop.

FLYING SPORTSMEN'S RESORT, Harrisburg, Ark.
FONTANA SCHOOL OF AERONAUTICS, INC., Ford Airport, Iron Mountain, Mich.

FORDVILLE FLYING SERVICE, Fordville, N. D.
FORKED RIVER AIRPORT, Forked River, N. J.
FORSGATE AIRPORT, Forsgate Drive, Jamesburg, N. J.

FORSYTH FLYING SERVICE, Lexington, Ore.
FORT COLLINS FLYING SERVICE, INC., Box 180, Fort Collins, Colo.

FORT SMITH FLYING SERVICE, Box 1056, Fort Smith, Ark.
FORT SUMNER FLYING SERVICE, Box 561, Fort Sumner, N. M.
FOSS FLYING SERVICE, INC., JOE, Muncie, Airport, Sioux Falls, S. D.; Joseph J. Foss, pres.; Taylorcraft, Stearman, PT-17, PT-19, PT-26, Stinson 10A, Stinson V-77; AO—S. D., N. Neb., W. Minn., W. Ia.; C-P.

FOSTER'S CHARTER SERVICE, 328 N. Market St., Frederick, Md. Heshia C. Foster, Prop.

FOX RIVER AVIATION CORP., Rte. 6, Green Bay, Wis.
FRANCIS AVIATION, Capitol City Airport, Lansing, Michigan; Gerald C. Francis, pres.; Bonanzas, Beechcraft D 18 S; AO—U. S., Canada, Mexico; C-P.

FRANKLIN AIRCRAFT SALES & SERVICE CORP., Box 1191, Great Falls, Mont.

FRANKLIN FLYING SERVICE, 168 N. E. 57th St., Miami.
FRANK'S FLYING SERVICE, Farmer's Field Airport, Palestine, Ill.
FRANTZ FLYING SERVICE, Woodrum Field, Roanoke, Va.

T. E. Frantz, Jr., Prop.
FRAZIER, K. R., Scott Depot, W. Va.
FREDERICK FLYING SERVICE, Frederick, Okla.

FREDONIA AIRPORT, Box 141, Fredonia, N. Y.
FREIGHT AIR, INC., P. O. Box 534, Miami Springs, Fla.

FREMONT AIR SERVICE, INC., Box 371, Florence, Colo.
FRENCH SCHOOL OF AVIATION, INC., Muncie, Airport, Baltimore, Md.

FRIEDKIN AIRLINES, 2910 Pacific Hwy., San Diego, Calif.
FRONTIER AVIATION CO., Box 1, Laramie, Wyo.

FROST AIR SERVICE CO., INC., South St., West Haven, Conn.
FRYE, BERNARD N., Madison, Minn.

FUELBERTH, R. G., Wayne, Neb.
FULLER FLYING SERVICE, Fuller Airport, Milford, Ia.
FULPOT FLYING SERVICE, 401 E. 5th St., Mt. Carmel, Ill.

FUNK FLYING SERVICE, Muncie, Airport, Sedalia, Mo.; Jack Funk, prop.

G

G & G AIRLINES CO. LTD., Gilpin Airport, Tucson, Ariz.
GADSDEN FLYING SERVICE, INC., Gadsden, Ala.

GALAX AIRPORT, INC., THE, Calax, Va.
GALVESTON AVIATION SERVICE, Box 851, Galveston, Tex.
GALVIN FLYING SERVICE, Boeing Field, Seattle; Jim Galvin, pres.; 2 Cessna Super Cruisers (2 Pipers); AO—N. W. Wash.; C-P.

GAMBLE AIRPORT, Rte 1, Hobart, Ind.
GANNOE FLYING SERVICE, INC., Box 389, New London, Conn.; Raymond D. Gannoe, pres.; Cessna 120, Cessna T-50, PT-26, 2 PA-11s; AO—U. S.; P.

GARDEN CITY AVIATION SALES & SERVICE, Box 381, Garden City, Kan.; Lowell Brakey & R. Deines, props.; Navion, Super Cruiser, Ecroune 415C (Navion); AO—U. S.; C-P.

GARDEN CITY FLYING SCHOOL, Muncie, Airport, Garden City, Kan.
GARDINIER FLYING SERVICE, Medford, Wis.; W. E. Gardinier & F. A. Strombom, props.; 2 Taylorcraft BC-12Ds; AO—Wis. & surrounding states; C-P.

GARRITT, JOHN R., Gordonsville Municipal Airport, Gordonsville, Va.

GATE CITY AERO SERVICE, Muncie, Airport, Atlanta, Ga.; H. W. Clay, pres.; Skyraider C-185, Cessna T-50; AO—U. S.; P.

GATES & MEADE FLYING SERVICE, Box 38, Fortuna, Calif.
GAULT AVIATION, INC., Cuddihy Field, Corpus Christi, Tex.; Roger L. Gault, pres.; Cessna T-50, Bonanza, Taylorcraft; AO—S. W. U. S.; C-P.

GELTZ AIR SERVICE, ROY K., Box 811, Lancaster, Pa.
GENERAL AERONAUTICS, INC., Meacham Field, Fort Worth, Tex.

GENERAL AIRWAYS, 1500 S. W. Harbor Drive, Portland, Ore.; Gus Callas, pres.; 2 DC-3s (DC-3); AO—U. S., Alaska; C-P.

GENERAL AIRCRAFT CO., INC., Box 1006, Boise, Ida.
GENERAL AVIATION SERVICE CO., Box 215, Gooding, Ida.
GENERAL AIRPLANE SERVICE, Box 250, Sheridan, Wyo.; N. P. Yentzer, Jr. & R. V. B. Yentzer, props.; Luscombe 8A, 2 PA-11s, 2 PA-12s; AO—U. S.; C-P.

GENERAL AVIATION, INC., Box 212, Willoughby, Ohio.
GENERAL SCHOOL OF AVIATION, Box 2434, Tampa, Fla.

GENESEE AIRPORT, INC., E. Henrietta Rd. at Jefferson Rd., R. D. 2, Rochester, N. Y.

GEORGE ALBERT Airport, Osceola Mills, Pa.
GEORGETOWN FLYING SERVICE, INC., Georgetown, Tex.
GEORGIA AERO SERVICE, INC., Russell, Inc., Russell Field, Rome, Ga.

GEORGIA AIRMOTIVE, Box 172, St. Simons Island, Ga.
GERMAN, MILO, Cozad, Neb.
GETTYSBURG AIR SERVICE, Box 358, Gettysburg, S. D.

GIBBONS O'KEEFE AIR AMBULANCE SERVICE, 4245 W. Madison St., Chicago; A.
GIBSON AIR SERVICE, LeFournau Airport, Toccoa, Ga.

GILLESPIE AVIATION CO., McKellar Airport, Box 1010, Jackson, Tenn.
 GILLETTE AIR PARK, Gillette, Wyo.
 GILLIS FLYING SERVICE, Box 1718, Billings, Mont.
 GILMORE FLYING SERVICE, Box 277, Gainesville, Ga.
 GILMORE REFRIGERATION SERVICE, INC., HUGH, 126 N. DeVilliers St., Pensacola, Fla.; Hugh Gilmore, prop.; Voyager: AO—U. S.; P.
 GLASSCOCK AVIATION ACTIVITIES, Box 2388, Corpus Christi, Tex.
 GLEASON FLYING SERVICE, 3300 E. 15th St., Tulsa, Okla., Gleason Romans, Prop.
 GLENDEIVE FLYING SERVICE, Glendive, Mont.; Martin R. Bailey, pres.; Cessna 140, Station Wagon, 2 Aerona 7AC; AO—Glendive area; C-P.
 GLENROCK FLYING SCHOOL, INC., Box 2362, Norfolk, Va.; 15 planes including Cubs, Aeronaas, Taylorcraft, Ercoupe, Ryans, Stearman, Cruisers; AO—Norfolk area; P-I.
 GLOBE FLYING SERVICE, Kellogg Field, Battle Creek, Mich.
 GLOBE FREIGHT AIRLINE, INC., 739 Main St., Hartford, Conn.; Capt. James N. Laneri, pres.; 3 C-46s (3 C-46s); AO—Hartford, N. Y., Phila., Balt., Richmond, Charlotte, Atlanta, Birmingham; C.
 GLOSE, ARTHUR W., 230 N. 8th St., Allentown, Pa.
 GLOVER, W. B., Box 66, Erwin, N. C.
 GODDARD FLYING SERVICE, Box 58, Ardmore, Okla.; W. R. Goddard, prop.; Cessna 120, Cessna 140, Cessna 170, Station Wagon; AO—Not restricted; C-P-A.
 GOGEBIC SCHOOL OF AERONAUTICS, County Airport, Ironwood, Mich.; P-I.
 GOLDEN AIRWAYS, INC., 812 S. Flower St., Burbank, Calif.
 GOLDEN NORTH AIRWAYS, INC., Box 888, Fairbanks, Alaska; Charles E. Evans, pres.; 3 C-46s; AO—Alaska; Seattle; C-P.
 GOODLAND FLYING SERVICE, Muncie Airport, Goodland, Kan.
 GOODY'S FLYING SERVICE, Box 327, Edna, Tex.
 GOPHER AVIATION, INC., Rochester Airport, Rochester, Minn.; Arthur G. Hoffman, pres.; 3 Bonanzas, 2 Twin Cessnas, Twin Beech; AO—U. C. Canada; P-C.
 GORDON'S FLYING SERVICE, Pontiac Airport, Pontiac, Mich.
 GOTHENBURG FLYING SERVICE, Gothenburg, Neb.; C. H. Fiese, pres.; Cruisers; AO—U. S.; P.
 GOTTSCHALK SCHOOL OF AERONAUTICS, Muncie Airport, Adrian, Mich.
 GRAF AVIATION FLIGHT SCHOOL, Graf Field, Lake Ave., Lockport, N. Y.; P-I.
 GRAFTON AERO SERVICE, INC., Grafton Munic. Airport, Grafton, N. D.
 GRAHAM AVIATION SERVICE, Box 156, Graham, Tex.; John A. Shaffer, prop.
 GRAHAM FLYING SERVICE, Box 26, Blvd. Sta., Sioux City, Iowa.
 GRAHAM-BELL AVIATION SERVICE, INC., Box 768, Albuquerque, N. M.
 GRAND FIELD FLYING SERVICE, Grand Mound, Ia.
 GRAND RAPIDS AIR SERVICE, Grand River Airport, Comstock Park, Mich.
 GRAND TRAVERSE AIR SERVICE, INC., Box 304, Traverse City, Mich.
 GRANDVIEW FLYING SERVICE, Kansas City-Grandview Airport, Grandview, Mo.
 GRANGEVILLE AIR SERVICE, Box 112, Grangeville, Ida.
 GRANTS PASS AIR SERVICE, Muncie Airport, Grants Pass, Ore.
 GRAVES FLYING SERVICE, Henry Co. Airport, Paris, Tenn.
 GRAY FLYING SERVICE, Stamford, Tex.; C. B. Gray, prop.
 GRAY FLYING SERVICE, Lake City, Fla.; Joseph L. Gray, prop.
 GRAY'S AIRPORT, INC., Rte 1, Leesburg, Fla.
 GRAZIER FLYING SERVICE, Box 447, White Sulphur Springs, W. Va.; prop.; Stinson, Swift, 3 Aeronaas; AO—U. S.; C-P.
 GREAT LAKES AIRLINES, INC., Lockheed Air Terminal, Burbank, Calif.; I. E. Hermann, pres.; AO—U. S. 2 DC-4s, DC-3, C-46 (DC-4, C-46); P.
 GREAT LAKES SKYWAYS, Box 423, Sault Ste. Marie, Mich.
 GREAT PLAINS AVIATION CO., INC., Adams City Airport, Du Pont, Colo.
 GREEN FLYING SERVICE, Rte 4, Box 572B, Eugene, Ore.
 GREENBRIER AIRPORT, Box 447, White Sulphur Springs, W. Va.; Charles O. Tate, Jr., pres.; Ercoupe, Cessna 170, Super Cruiser, 2 Howard DGA-15; AO—eastern U. S.; C-P.
 GREENSBURG AVIATION CO., Box 43, Greensburg, Pa.
 GREENWICH AIR SERVICE, Greenwich, N. J.; Alan B. Licalzi, prop.
 GREENWOOD LAKE FLYING SCHOOL, Box 146, Greenwood Lake, N. Y.
 GREENWOOD AVIATION CO., Box 379, Greenwood, Miss.
 GREER FLYING SERVICE, J. D., Box 389, Palmetto, Fla.
 GRENADA AIR SERVICE, Box 828, Grenada, Miss.
 GREYBULL FLYING SERVICE, Box 699, Greybull, Wyo.
 GREYLOCK AIRWAYS, INC., Pittsfield Airport, Pittsfield, Mass.; John A. Heaton, pres.; Stinson 165; AO—150 miles from base; C-P.
 GRIFFIN AIRWAYS, Howes in the Hills, Fla.; W. F. Schanz, mgr.; DIBS, PA-12; AO—U. S.; C-P-A-I.
 GRIM FLYING SERVICE, INC., R.F.D. 4, Staunton, Va.
 GRIMES FLYING SERVICE, Grimes Field, Urbana, Ohio.
 GRIMES FLYING SERVICE, WALTER, R.F.D. 1, Bethel, Pa.; Walter H. Grimes, prop.; Stinson 165, Cruiser, T-50, DC-3; AO—U. S.; C-P.
 GROS, LEO JOSEPH, Girard Airport, Lafayette, La.
 GROTON FLYING SERVICE, INC., Box 217, Groton, Conn.
 GROVES FLYING SERVICE, Box 1022, Camas, Wash.
 GRUMMAN FLYING SERVICE, Grumman Aircraft Engineering Corp.; Bethpage, L. I., N. Y.
 GUINEY FLYING SERVICE, Coatesville Airport, Coatesville, Pa.; R. Paul Guiney, prop.
 GULF AIRMOTIVE, Box 597, Bradenton, Fla.
 GULF AIRWAYS, INC., 302 Balter Bldg., New Orleans.
 GULF COAST FLYING SERVICE, Box 1361, Kingsville, Tex.
 GULF COAST FLYING SERVICE, Route 6, Box 560, Houston, Texas.
 GULFPORT AIR SERVICE, Gulfport, Miss.
 GUNNELS TRACTOR CO., INC., Colby, Kan.

H & H AIRWAYS, Boire Field, Nashua, N. H.; John A. Rapis & Kenneth C. Howe, props.; Stinson 108, Taylorcraft; AO—U. S., Canada; C-P.

H & H FLYING SERVICE, INC., Box 742, Redding, Calif.; Alma J. Huidas, pres.; Cub, Cornell, Taylorcraft; 3 Cessna 120s (Cessna 170); AO—Redding area; C-P-I.
 HAGER FLYING SERVICE, 7700 N. Broadway, St. Louis.
 HAILE FLYING SERVICE, Haile Airport, Austin, Tex.
 HAIR FLYING SERVICE, Baton Rouge, La.; J. D. Hair, prop.; Stinson 165, Cruiser, Cessna 140; AO—Not restricted; C-P.
 HAIR MARION P., 1916 Avenue B, San Antonio, Tex.
 HALIFAX AVIATION ENTERPRISES, Box 127, Halifax, Va.; J. L. Prayer & N. C. Koch, props.
 HALL, ARCH W., 1037 N. Main, Sheridan, Wyo.
 HALL FLYING SERVICE, Eagle Pass, Tex.; Fred H. Hall, Jr., pres.; Cessna 140 (Cessna 170); AO—U. S.; C-P.
 HALLADAY SCHOOL OF FLYING & AIR TRANSPORT, Box 6, Joseph, Ore.
 HALLOCK CHARTER SERVICE, Rte. 2, Box 108A, Austin, Tex.; Bruce K. Hallock, pres.; 2 Stinson 150s; AO—Austin area; C-P.
 HALL'S FLYING SERVICE, Clarksville, Ark.; Claus F. Hall, pres.; Cessna 140, 2 Champions (Cessna 170); AO—U. S.; P.
 HALSMER FLYING SERVICE, R. R. No. 5, Lafayette, Ind.; Francis P. Halamer, pres.; Cub, 2 UC-78s, 2 BT-13s; AO—U. S., Europe; C-P.
 HAN AVIATION SERVICE, Pulaski, Va.
 HAMLEN FLYING SERVICE, Box 53, E. Stroudsburg, Pa.; Harold T. Hamlen, prop.
 HAMBURG AIRPARK, INC., Box 158, Hamburg, N. Y.
 HAMBURG FLYING SERVICE, Hamburg, Ark.
 HAMILTON AIRPORT FLYING SCHOOL, R. R. 8, Hamilton, Ohio.
 HAMILTON FLYING SERVICE, Hamilton, Mont.; Robert C. Johnston & Harry O'Brien, props.; Cruiser, Fairchild, Cessna 140, 3 Cubs (Norseman); AO—W. Mont.; C-P.
 HAMILTON FLYING SERVICE, CECIL, Big Spring, Tex.; Cecil F. Hamilton, prop.; Monocoupe; AO—300 miles from base; P.
 HAMPTON AERO SERVICE, INC., Bowman Field, Louisville.
 HAMPTON AIRPORT FLYING SCHOOL, Hampton, N. H.
 HANCE FLYING SERVICE, Hance Airport, Wyandotte, Mich.
 HANDLEY SCHOOL OF AVIATION, R. D. 2, Conneaut Lake, Pa.
 HANGAR SIX, INC., Flying L. Ranch, Bandera, Tex.; J. D. Lapham, pres.; DIBS, Cruiser, Stinson 165, Cessna 140; AO—Tex.; P.
 HANSEN FLYING SERVICE, Box 466, Torrington, Wyo.
 HARRISON AIR SERVICE, 769 Alvarado Rd., Berkeley, Calif.
 HARBOR BEACH FLYING SERVICE, Harbor Beach Airport, Harbor Beach, Mich.
 HARBORLAKE SEAPLANE BASE, Cascadaga, N. Y.
 HARDING FIELD FLYING SCHOOL, INC., Harding Field, Baton Rouge, La.
 HARDWICK AIRWAYS, Box 765, Joplin, Mo.; G. R. Hardwick, Jr., prop.
 HARDY AVIATION, INC., Box 408, Waynesboro, Pa.
 HARDY, MALCOLM L., Box 408, Waynesboro, Pa.
 HARMAN AVIATION SERVICE, Kenosha Airport, Kenosha, Wis.
 HARNAGEL, W. R., Box 661, Berger, Tex.
 HARRINGTON AIRPORT, INC., Harrington, Del.; Atlee B. Link, pres.; Bellanca; AO—U. S.; C-P.
 HARRINGTON'S, Hangar 9, Muncie Airport, Cleveland; J. R. Harrington, prop.
 HARRIS AERO SERVICE, Box 4, Mooresville, N. C.; R. Don Harris, pres.; Waco, 2 other small planes, not specified; AO—South U. S.; C-P.
 HARRIS & RYAN FLYING SERVICE, Box 85, Lovell, Wyo.
 HARRISBURG AIR SERVICE, INC., Penn-Harris Airport, R.D. 1, Harrisburg, Pa.; Maurice E. Bowman, pres.; Waco UIC, 2 Luscombe 8As, 2 Super Cruisers; AO—U. S.; P.
 HARRISBURG FLYING SERVICE, Harrisburg, Ark.
 HARRISON FLYING SERVICE, Harrison, Ark.
 HARRITT, CHARLES, Watonga, Okla.
 HARTE FLYING SERVICE, Hanger 2, Muncie Airport, Wichita, Kan.
 HARTMAN AIRWAYS, INC., DON, Box 466, Harrisonburg, Va.; Don Hartman, pres.; 2 Twin Cessna, 2 Reliants, other lightplanes not specified; AO—Canada, Mexico; C-P.
 HASTINGS AIR SERVICE, Hastings Airport, Hastings, Mich.
 HASTINGS SKY RANCH, INC., Hastings, Neb.
 HATTESBURG FLYING SERVICE, Box 749, Hattiesburg, Miss.; J. W. C. Jones, prop.; Stinson 165; 2 Cruisers (Station Wagon); AO—SW U. S.; C-P.
 HAVEN FLYING SERVICE, Schenectady County Airport, Schenectady, N. Y.
 HAWAIIAN AIR TRANSPORT SERVICE, LTD., 2862 Nuuanu Ave., Honolulu; Lloyd B. Osborne, pres.; 3 DIBS; AO—Hawaii; P.
 HAWTHORNE FLYING SERVICE, Muncie Airport, Charleston, S. C.; Beverly E. Howard, pres.; PA-12, Cessna T-50, Bonanza; AO—N. C., S. C., Ga., Fla.; C-P.
 HAY, C. R., Russell, P. County Airport, Pittsburgh, Pa.
 HAYWARD SKYWAYS, INC., Hayward Municipal Airport, Hayward, Calif.
 HAZEL FLYING SERVICE, Municipal Airport, Artesia, N. M.
 HEART OF MAINE FLYING SERVICE, INC., Dexter, Maine.
 HEATON, JENNISON, 2761 Divisadero St., San Francisco 23, Calif.
 HEBRON AIRWAYS, Hebron, Neb.
 HEDDEN FLYING SERVICE, Belleville, Kan.; V. W. Hedden, pres.; Waco, Stinson, Aerona; AO—U. S.; C-P.
 HEIDELBAUER FLYING SERVICE, Muncie Airport, Sac City, Iowa.
 HEILIG, ROBERT B., Box 204, Grand Island, Neb.
 HEMISPHERE AIR TRANSPORT, 10 E. 40th St., N. Y.
 HEMPEL AIRWAYS, Box 41, Lambert Field, St. Louis.
 HENDERSON FLYING SERVICE, Henderson Airport, Rte 1, Henderson, N. C.
 HENDRICKS AIR SERVICE, Norton, Kansas; Arnold S. Hendricks, Prop.
 HENRY FLYING SERVICE, EARL, 325 S.W. 35th St., Oklahoma City.
 HENSLEY FLYING SERVICE, Box 1029, Havre, Mont.; Walter C. Hensley, pres.; Stinson, PA-12 (Stinson); AO—Mont., N. Central States, Canada; C-P.
 HENSON, INC., P. O. Box 689, Hagerstown, Md.
 HERMANN FLYING SERVICE, 91 Longfellow Dr., Longmeadow, Mass.
 HESLER-NOBLE AIR SERVICE, Box 483, Laurel, Miss.
 HESS, CLARENCE, 850 Fifth Ave., S. E., Cedar Rapids, Iowa.
 HETTINGER AIR SERVICE, Hettinger, N. D.
 HIBBS, ASHBY, 129 Poncha Blvd., Salida, Colo.
 HICKMAN AVIATION, Stafford, Kan.

- HICKS AIRCRAFT SALES & SERVICE, INC., Rte. 7, Dallas, Tex.; P.S.
- HICKS AVIATION SERVICE, Highland Park Airport, Rte. 7, Dallas.
- HIGGINS, J. D., JR., Box 873, Cisco, Tex.
- HILLCREST AIRCRAFT CO., Box 604, Lewiston, Idaho.
- HIGHLAND FLYING SERVICE, Highland Park Airport, R.F.D. 7, Dallas, Tex.; Charles W. Wilson, prop.; D18C, Cessna T-30, Fairchild 24, Taylorcraft, 3 Aeronaucs; AO—U. S., Canada, Central America; C-P.
- HILLTOP FLYING SERVICE, Hilltop Airport, W. Buxton, Me.
- HILSEN AERO SERVICE, Box 5050, Station C, Spokane, Wash.
- HINCK FLYING SERVICE, INC., Wold Chamberlain Field, Minneapolis.
- HINES, B. F., Box 535, Hobbs, N. M.
- HINSON MITCHELL AVIATION, INC., Box 588, Annapolis, Md.; E. Stewart Mitchell, pres.; Widgeon, Stinson SR9, PA-12; AO—U. S.; C-P.
- HITCHENS FLYING SERVICE, INC., Munic. Airport, West Point, Va.; George V. Hitchens, prop.
- HOBLEY-MAYWARD AIR SERVICE, INC., New Orleans, Airport, New Orleans.
- HOGUE FLYING SERVICE, RR 7, Box 752, Orlando, Fla.
- HOFFER FLYING SERVICE, Camden, S. C.
- HOFFMAN FLYING SERVICE, Box 483, Mt. Pleasant, Tex.
- HOGAN FLYING SERVICE, Mitchell, Nebraska; Everett V. Hogan.
- HOGUE FLYING SERVICE, H. 1555 W. 4th Ave., Comanca, Tex.
- HOGUE AIR SERVICE, CLIFF 405 N. 2nd St., Klamath Falls, Ore.
- HOLCOMB H. E., P. O. Box "B", Red Mountain, Calif.
- HOLDENVILLE AIR ACTIVITIES, Box 710, Holdenville, Okla.
- HOLSTON FLYING SERVICE, Box 547, Marion, Va.
- HOLT FLYING SERVICE, Fort Meadville Airport, Meadville, Pa.
- HONOLULU AIRLINES, P. O. Box 2515, Honolulu, T. H.
- HONROTH, EDWARD P., Sky Haven School of Aero, Sky Haven Airport, Northfield, Ohio.
- HOOPER FLYING SERVICE, Marion, Kan.
- HOOPER FLYING SERVICE, L. L., La Crosse, Kan.; L. L. Hooper, pres.; Navion; AO—X; P.
- HORN'S FLYING SCHOOL, Chagrin Falls Airport, Chagrin Falls, Ohio; Wilbur C. Horn, pres.; AO—U. S.; Voyager, Cessna 140 (Cessna); C-P, S.
- HOSTETTER, OSCAR L., RD4, York Airport, York, Pa.
- HOT SPRINGS AIRWAYS, INC., Memorial Airport, Hot Springs, Ark.
- HOULTON FLYING SERVICE, Box 11, Houlton, Me.
- HOUTA AIR SERVICE, Box 177, Houlton, La.
- HOUSTON FLYING SERVICE, Houston, Miss.
- HOWARD AIRWAYS, INC., 20 High St., Westerly, R. I.
- HOWARD AVIATION, INC., P. O. Box 1287, Peoria, Ill.
- HOWARD FLYING SERVICE, INC., Box 565, Ames, Ia.
- HOWE FLYING SERVICE, Browns Airport, Keokuk, Ia.
- HOWELL AVIATION SERVICES, Outlaw Field, Clarksville, Tenn.; Archer Howell, Jr., prop.
- HOYT'S FLYING SERVICE, Philip, S. D.
- HUB CITY AIR SERVICE, Box 761, Alexandria, La.; Ben H. Baker, Jr., & John G. Baker, props.
- HUBBARD AVIATION CO., Watertown, S. D.
- HUBBARD'S FLYING SERVICE, Blue Swan Airport, Sayre, Pa.; Everett A. Hubbard, prop.; Stinson SR8, 3 Cubs; AO—U. S.; C-P.
- HUGHES AIR SERVICE, P. O. Box 468, Tucson, Ariz.
- HUDSON VALLEY AIRCRAFT CO., INC., Randall Airport, Middle town, N. Y.
- HUDSON VALLEY AVIATION CENTER, 1401 Front St., Newburgh, N. Y.; E. M. Rockwell, Pres.; Cub, Super-Cruiser, Taylorcraft Seaplanes (Cub, Seabee) AO—East U. S.; C-P.
- HUGHES FLYING SERVICE, Box 247, Lansing, Mich.
- HUMMEL AVIATION, Hopewell, Va.; Fred E. Hummel, prop.; Bellanca; AO—U. S.; C-P.
- HUNDLEY'S CLEANERS & MEN'S WEAR, 21 Main St., Box 627, Post, Tex.
- HUNTER, CECIL M., 2812 Ridgeway Blvd., Amarillo, Tex.; Cecil M. Hunter, pres.; Navion; AO—Midwest; C-P.
- HUNTER FLYING SERVICE, INC., Box 1510, Cedar Rapids, Ia.
- HUNTINGTON AIRPORT INC., Box 1679, Huntington, W. Va.
- HURST, D. B., Box 428, Watonga, Okla.
- HYDE FLYING SERVICE, INC., Box 8125 Houston 4, Tex.
- HYLAN SCHOOL OF AERONAUTICS, RAY, W. Henrietta Rd., Henrietta, N. Y.; P-I.
- ILLINI AIRPORT, Box 268, Urbana, Ill.
- INDIAN HEAD FLYING SERVICE, INC., Airport, Amery, Wis.
- INDIAN RIVER FLYING SERVICE, Box 772, Vero Beach, Fla.
- INDIANA AIR SERVICE, INC., Bendix Field, P.O. Box 1198 South Bend, Ind.
- INDIANAPOLIS FLYING SERVICE, INC., Weir Cook Airport, Indianapolis 44, Ind.
- INGRAM AIR SERVICE, 1006 Scott St., Dahlart, Tex.
- INLAND AIR LINES, 600 W. 2nd St., San Bernardino, Calif.
- INLAND LAKES FLYING SERVICE, Munic. Airport, Cadillac, Mich.
- INMAN AIR SERVICE, 8023 Naylor Ave., Los Angeles; Arthur P. Inman, pres.; AO—U. S.; 3 Navion; C-P.
- INTER-AMERICAN AIRWAYS, INC., Box 217, Miami Springs, Fla.; Karl Knight, Pres.; PB5A, UC-78, 2 DC-3s, 2 Lodestars; AO—U. S., So. Amer.; C-P.
- INTERCITY FLYING SERVICE, INC., Smith Field, Fort Wayne, Ind.
- INTER-CITY FLYING SCHOOL, Curry Rd., R.D. 6, Schenectady, N. Y.; P-I.
- INTERCOASTAL AIRWAYS, INC., 1208 Carondelet St., New Orleans.
- INTERLAND FLIGHTWAYS, INC., 17 Dupont Circle, Wash., D. C.
- INTERMOUNTAIN AIR SERVICES, INC., Box 129, Preston, Idaho.
- INTER MOUNTAIN AIRLINES, Box 476, Casper, Wyo.; Z. K. Brinkerhoff, Jr., pres.; AO—Wyo.; 2 Bonanzas; C-P.
- INTERMOUNTAIN AVIATION, INC., Hangar 4, Stapleton Airfield, Denver 7, Colorado.
- INTERNATIONAL AEROMARINE, INC., Alcazar Hotel, Miami, Fla.
- INTERNATIONAL AIR SERVICE, Box 129, Preston, Idaho.
- INTERNATIONAL AIR SERVICE, INC., Box 938, Palm Beach, Fla.
- INTERNATIONAL AIR SERVICES, INC., Box 3335, Corpus Christi, Tex.
- INTERNATIONAL AIR TRANSPORT, INC., 15 Main St., Hackensack, N. J.
- INTERNATIONAL AIRCRAFT SERVICE, Munic. Airport, Laredo, Tex.; J. R. Warren & V. D. Jaurea, props.
- INTERNATIONAL OVERSEAS AIR SERVICE, INC., Salvador Brau 409, San Juan, P. R.
- INTERSTATE AIR LINES, INC., Cedartown, Ga.; E. M. Spearman, pres.; Aeronauc, Stearman, Super Cruiser, 2 Cubs; AO—NW Ga.; P.
- INTERURBAN AIR TRANSPORT, 3241 Oak Ave., Coconut Grove, Fla.
- INVO AIR SERVICE, Independence, Calif.
- IOWA AIRPLANE CO., INC., Box 39, Munic. Airport, Des Moines, Ia.
- IOWA CITY FLYING SERVICE, Munic. Airport, Iowa City, Ia.
- IRWIN SCHOOL OF FLIGHT, Box 1963, Corpus Christi, Tex.; J. T. Irwin, prop.
- ISLAND AIRWAYS FLYING SCHOOL, INC., 233 Fordham St., N. Y.
- ISLAND AVIATION, INC., Munic. Airport, Belfast, Me.
- ISLAND SKY FERRIES, INC., Box 97, Eastsound, Washington.
- ITHACA FLYING SERVICE, INC., Municipal Airport, Ithaca, N. Y.
- J & J AIRCRAFT, INC., Box 291, Venice, Fla.
- J & J FLYING SERVICE, Plainville, Kan.
- J & L FLYING SERVICE, Box 23, Chester, S. C.; Cessna 140, 2 Cessna 120s; AO—unlimited; C-P.
- JACKSON FLYING SERVICE, Munic. Airport, Jackson, Miss.
- JACKSON HOLE FLYING SERVICE, Jackson, Wyo.
- JACOBY AIR SERVICE, Sterling Airport, Sterling, Ill.
- JAMES FLYING SERVICE, Box 1665, Prescott, Ariz.
- JAMESTOWN AVIATION CO., Munic. Airport, Jamestown, N. Y.
- JANESVILLE FLYING SERVICE, Route 2, Janesville, Wis.
- JANSEN SKYTEL & FLYING SERVICE, McPherson, Kan.; William H. Jansen, prop.; Ercoupe, Station Wagon, 2 Cubs, 3 BC-12Ds (Station Wagon); AO—Central States; C-P.
- JARED AIR SERVICE, Box 475, Gainesville, Ga.
- JASPER COUNTY AIRPORT, Rensselaer, Ind.
- JASPER FLYING SERVICE, INC., County Airport, Jasper, Mo.
- JEFFERS, GLENTIN B., Box 293, Scotts, Calif.
- JERSEY AIRWAYS, Box 270, Belmar, N. J.; E. I. Brown, pres.; T-50, Stinson 150, Ercoupe, 4 Aeronaucs, 7ACs (Aeronauc); AO—U. S.; C-P.
- JERSEY SHORE AIRPORT, Jersey Shore, Pa.
- JEWETT, MARTIN L., Ubers Rd., Jonesville, N. Y.
- JOHANSON FLIGHT SERVICE, Rte. 3, Box 169, Astoria, Ore.; Gerald B. Johanson, prop.; Navion, PT-19, Swift, 2 Aeronaucs, 2 Luscombes; AO—Ore, Wash.; C-P.
- JOHNNY'S CHARTER SERVICE, 754 Locust Ave., Long Beach, Calif.
- JOHNSON AERIAL SERVICES, LTD., Box 1231, Winter Haven, Fla.
- JOHNSON CITY AIRPORT, Box 988, Johnson City, Tenn.; Daniel J. Zoet, pres.; PT-13, Stinson SR8-B; AO—U. S.; C-P.
- JOHNSON FLYING SERVICE, Box 201, Greenwood, S. C.; Luther C. Johnson, prop.; Bonanza, Super Cruiser, Ercoupe; AO—X; C-P.
- JOHNSON FLYING SERVICE, INC., Harlan, Iowa.
- JOHNSON FLYING SERVICE, INC., Hale Field, Box 1382, Missoula, Mont.; Robert R. Johnson, pres.; Beechcraft F17D, Cessna T-50, Cessna 140, Stinson 108, PA-12, Curtis Sedan 15D, 2 DC-3s, 3 Ford Tri-motors, 3 Travelair 6Bs, 6 Cubs; AO—U. S.; C-P.
- JOHNSON'S FLYING SERVICE, Aberdeen, S. D.
- JOHNSTON AIRCRAFT CORP., Munic. Airport, Atlanta, Ga.
- JOINER, HAROLD W., Chestertown, Md.
- JOLLY, LESTER O., Box 191, Grand Fork, N. D.
- JONES FLYING SERVICE, Box 147, Plains, Mont.
- JONES FLYING SERVICE, c/o Parks Aircraft Sales & Service, 334 Richards Rd., Kansas City, Mo.; Harold F. Jones.
- JONES FLYING SERVICE, Rte. 3, Lincolnton, N. C.
- JONES FLYING SERVICE, CASEY, Munic. Airport, Ontario, Ore.
- JONES FLYING SERVICE, INC., Sullivan Ave. Airport, Columbus, Ohio.
- JONES FLYING SERVICES, JIMMY, Box 908, Cleveland, Miss.
- JONES, JOE F., Box 598, Clarendon, Tex.
- JONESBORO FLYING SERVICE, INC., Box 781, Jonesboro, Ark.; W. H. Arnold, pres.; Cessna 120, Cessna 140, Cubs; AO—X; C-P.
- Craighard Co., Poinsett, Green, Ark. & SE Mo.; P.
- JUNIOR COLLEGE FLYING SERVICE, Box 72, McCook, Neb.
- K & M FLYING SERVICE, Box 392, Coeburn, Va.
- KAHLE, KEITH AVIATION, INC., P. O. Box 599, Oklahoma, Okla.
- KALAMAZOO FLYING SERVICE, INC., Munic. Airport, Kalamazoo, Mich.
- KAMPESKA AIR SERVICE, INC., Box 863, Watertown, S. D.
- KANSAS AIR, Security Natl. Bank Bldg., Kansas City, Kan.; J. E. O'Riordan, prop.
- KANSAS AIR ACTIVITIES, INC., Box 254, Russell, Kan.
- KANSAS CITY FLYING SERVICE & AIR COLLEGE, INC., 710 818 Richards Rd., Kansas City, Mo.
- KEISTER FLYING SERVICE, Kellogg, Ida.
- KELLEY FLYING SERVICE, R. R. 10, Ft. Wayne, Ind.
- KENMORE AIR HARBOR, INC., Box 64, Kenmore, Wash.
- KENNEDY-RILEY FLYING SERVICE, Rte 3, Wilroads Gardens Airport, Dodge, Kan.
- KEN'S CLUB FLYERS, Olean Airport, Olean, N. Y.
- KENTUCKY AIR TRANSPORT, INC., Rowman Field, Louisville, Ky.
- KEPNER AIR AMBULANCE SERVICE, 1308 Chapline St., Wheeling, W. Va.; J. A.
- KERRVILLE FLYING SERVICE, Kerrville Munic. Airport, Box 108, Kerrville, Tex.; Carl D. Meek, pres.; Cruiser, Taylorcraft; AO—unlimited; P.
- KESTERSON, INC., Box 1145, Knoxville, Tenn.
- KESLER AIR SERVICE, INC., Keyser, W. Va.; C. Arnold Ludwick, pres.; Cessna UC-78, Super Cruiser; AO—unlimited; C-P.
- KIDD FLYING SERVICE, J. B., Rte. 6, Box 349, Springfield, Mo.; B. Kidd, prop.
- KILCURE FLYING SERVICE, INC., Box 230, Kilgore, Tex.
- KING AIR SERVICE, Warren Airport, Warren, Pa.
- KING AVIATION SERVICE, King Field, East Taunton, Mass.
- KINGFISHER AIRPORT, Box 18, Kingfisher, Okla.
- KINGMAN FLYING SERVICE, P. O. Box 1028, Kingman, Ariz.
- KING'S AERO SERVICE, Box 1435, Hurley, N. M.
- KING'S GATEWAY CHARTER SERVICE, King's Gateway Hotel, Ladwin, La.; Wm.; Andrew H. Stuart, mgr.; Navion; AO—Wis. and adjoining states, including Canadian territory immediately north; C. P.

- KING'S SCHOOL OF AVIATION, Munic. Airport, Columbus, Ga.; G. Wood King, prop.; P-I.
- KINSER FLYING SERVICE, Box H, Orono, Tex.
- KITTITAS FLYING SCHOOL, Box 600, Ellensburg, Wash.; W. C. Butcher, mgr.; Interstate, Sky Ranger, BT-13, 2 Cubs, 2 Taylorcraft (Stinson); AO-U. S. S.; P-I.
- KNAPP FLYING SERVICE, Outlaw field, Clarksville, Tenn.
- KNOLL FLYING SERVICE, Box 592, Kearney, Neb.
- KNOTT E. J., JR., Finchley, Va.
- KNOXVILLE FLYING SERVICE, INC., Box 374, Knoxville, Tenn.
- KOBELT, WM. W. & THEO. W., New Palms Airport, New Falls, N. C.
- KOS FLYING SERVICE, 1001½ Elk St., Seneca, Kansas; Floyd Frederick Kos.
- KOTZEBUE AIR SERVICE, Kotzebue, Alaska; Archie R. Ferguson, pres.; Travelaire, C-145, Twin Cessna; AO—Kotzebue, Nome, Fairbanks; C-P.
- KRAMER FLYING SERVICE, Box 721, Alamosa, Colo.
- KRAZT CORPORATION, Krazt Field, St. Louis.
- KRIESEN & EGGLESTON AIR SERVICE, Box 646, Burns, Ore.
- KROELINGER FLYING SERVICE, Box 53, Vineland, N. J.
- KROGPOS, MELVIN C., 1216 2nd Ave., Seattle, Wash.
- K T FLYING SERVICE, LTD., Box 4070, Honolulu Airport, Honolulu; T. R. James, Pres.; Widgicon; AO—Hawaii; C-P-I.
- KUCIE-TRANSIT AIRPORT, EDWARD J., Transit & William Rds., Depew, N. Y.
- KURTZER FLYING SERVICE, 950 Westlake Ave. N., Seattle; 7 aircraft; AO—local and Br. Columbia; C-P-I.
- L**
- L & D FLYING SERVICE, Box 29, Prosser, Wash.
- LACONIA AIRWAYS, INC., Box 282, Laconia, N. H.
- LAFAYETTE & TRIGON FLYING SERVICE, Lafayette, Ga.
- LA GRANDE AIR SERVICE, INC., Munic. Airport, Box 682, La Grande, Ore.
- LAGRONE FLYING SERVICE, TEX., 200 Richards Rd., Municipal Airport, Kansas City, Mo.
- LA JUNTA AVIATION ENTERPRISES, INC., La Junta Air Force Base, La Junta, Colo.
- LA PLATA FLYING SERVICE, Munic. Airport, Durango, Colo.
- LAKE AIR SERVICE, Box 443, Lake Charles, La.; William L. Downer, prop.
- LAKE FLYING SERVICE, Munic. Airport, Naples-on-the-Gulf, Fla.; George W. Lake, mgr.; Twin-Cessna; AO—U. S.; C-P.
- LAKE PLACID FLYING CLUB, INC., c/o Leon McGibbon, McLenathan Ave., Lake Placid, N. Y.; P.
- LAKEHEAD AIRWAYS, Munic. Airport, Duluth, Minn.
- LAKELAND AIRWAYS, Minorqua, Wis.
- LAKELAND CHARTER SERVICE, 939 Noble Ave., Bridgeport 8, Conn.
- LAKEVIEW FLYING SERVICE, Boulder Junction, Wis.
- LAKESIDE AVIATION SERVICE, Cooperstown Airport, Cooperstown, N. Y.
- LAKESWOOD AIR SVCE., INC., Cedar Bridge Ave., Lakeswood, N. J.
- LANCASTER AIRPORT, Box 25, Lancaster, Ohio.
- LANCASTER FLYING SERVICE, INC., Box 327, Lancaster, Wis.
- LANDWATER AIRWAYS, 238 E. 47th St., N. Y. 17, N. Y.
- LANE AIR SERVICE, Oxford, Ala.
- LANE AVIATION CORP., Hangar 1, Port Columbus, Columbus, Ohio; Foster A. Lane, pres.; 4 Cessna 140s, 3 Stinsons, Cessna 170, Cessna 195, Taylorcraft (Cessna 195); AO—East of Miss. River; C-P.
- LANG FLYING SERVICE, Box 3, Munic. Airport, Omaha, Neb.
- LANGE AVIATION CORP., Box 1098, Milwaukee.
- LANTANA FLYING SERVICE, INC., Box 58, Lantana, Fla.
- LAONA FLYING SERVICE, Laona, Wis.
- LAPER SCHOOL OF AVIATION, 1186 Roods Lake Rd., Laper, Mich.
- LARIMORE FLIGHT SERVICE, Box 441, Osawatimie, Kan.
- LARSON FLYING SERVICE, Buchanan Field, Concord, Calif.; Merle D. Larson, pres.; Cub, Luscombe, Howard; AO—U. S.; C-P.
- LAS VEGAS FLYING SERVICE, Box 523, Las Vegas, N. C.
- LASHLEE FLYING SERVICE, 217 Dyer St., Malvern, Ark.; G. W. Lashlee, Prop.
- LATIN-AMERICAN CARGO, INC., Bldg. 64, Southwest Airport, Philadelphia.
- LAUREL SCHOOL OF AERONAUTICS, Laurel Airport, Laurel, Del.
- LAWRENCEVILLE FLYING SERVICE, INC., Lawrenceville, Va.
- LAYTON, LEE, Portville Airport, Portville, N. Y.
- LEBANON VALLEY AIR SERVICE, 130 E. Main St., Palmyra, Pa.
- LEE & COMBS FLYING SERVICE, Commercial Airport, Tulsa, Okla.
- LEESBURG AVIATION CENTER, Box 447, Leesburg, Fla.
- LEFLORE FLYING SERVICE, Box 149, Greenwood, Miss.
- LEHIGH AIRCRAFT CO., Allentown-Bethlehem Airport, Allentown, Pa.
- LEITHOLD SEAPLANE SERVICE, INC., Box 669, Ely, Minn.
- LEMMON AIRCRAFT CO., INC., Lemmon, S. D.
- LEMON, W. CLAYTON, Woodrum Field, Roanoke, Va.
- LEON VALLEY AIRPORT, Box 5128 Beacon Hill Sta., San Antonio, Tex.
- LEWETTA AVIATION SERVICE, INC., Concord, N. C.
- LEWIS COLLEGE OF SCIENCE & TECH., Lockport, Ill.
- LINGTON FLYING SERVICE, INC., Lexington, Ky.
- LIBBY FLYING SERVICE, Box 324, Libby, Mont.
- LIBERAL AIRCRAFT CO., INC., 12 E. 2nd St., Liberal, Kan.; PA-12, PT-26, Station Wagon, 3 Cessna 140s (Cessna 170); AO—U. S.; C-P.
- LIBERTY FLYING SERVICE, INC., Liberty, N. Y.; Paul Grossinger, pres.; Twin Cessna, Station Wagon; AO—U. S.; C-P.
- LILLY FLYING SERVICE, C. Carlisle Airport, Carlisle, Ark.
- LIMA AVIATION CORP., Box 933, Lima, Ohio.
- LINCOLN AIRLINES, INC., 130 N. 6th St., Springfield, Ill.
- LINCOLN FLYING SERVICE, INC., Box 312, Lincoln, Ill.
- LINDIEP FLYING SERVICE, Box 556, Cherokee, Iowa.
- LIND'S AIRPORT, Rt. 2, Box 258B, Acampo, Calif.; Albert A. Lind, prop.
- LISLE FLYING SERVICE, Ray Schenck Airport, Clarinda, Ia.
- LITTLE ONE AIR CHARTER SERVICE, Salem Airport, Salem, Conn.; Francis J. Picke; Stinson 108; AO—X; P.
- LITTLE ROCK AIRCRAFT SALES, Adams Field, Little Rock, Ark.; F. C. Plegge, Prop.
- LIVINGSTON MANOR AIRPORT, INC., Livingston Manor, N. Y.
- LOCKWOOD BOAT & MOTOR CO., Lake Ozark, Mo.; Glen Wood, John Locke, prop.
- LOCKWOOD FIELD, INC., R.R. No. 5, Frankfort, Ind.
- LOGANSPORT FLYING SERVICE, R.R. 2, Logansport, Ind.; C. E. Hooten, mgr.; Beechcraft 35, Cessna 140; AO—U. S.; C-P.
- LONGHORN AIRCRAFT CORPORATION, 504 Driscoll Bldg., Corpus Christi, Tex.
- LONG ISLAND SCHOOL OF AERONAUTICS, INC., Sayville Airport, Sayville, L. I., N. Y.
- LONG ISLAND SERVICE, P. O. Box 372, Manhasset, N. Y.
- LONGMONT FLYING SERVICE, INC., Rte 3, Box 80, Longmont, Colo.; Paul Kugel, pres.; Stinson, a Cessna, 4 Cubs; AO—unlimited; P.
- LOGG'S FLYING SERVICE, Hannibal Commercial Airport, Hannibal, Mo.
- LONGVIEW FLYING SERVICE, Box 2429, Longview, Tex.; L. E. Sullivan & T. J. Long, Props.; UC-78, Luscombe, 4 Aeronaics (Cub); AO—U. S., Mexico; C-P.
- LOS ANGELES FLYING SERVICE, 5901 W. Imperial Hwy., Los Angeles 45, Calif.; Kirk Kerkorian, pres.; 4 DC-3s; AO—U. S., Alaska, Hawaii, Puerto Rico, Canal Zone; P.
- LOUISIANA AIRCRAFT, Box 1428, Baton Rouge, La.
- LOUISIANA FLYERS, INC., Box 1467, Lake Charles, La.
- LOUISVILLE FLYING SERVICE, INC., Bowman Field, Louisville, Ky.
- LOVE FLYING SERVICE, Trego Airport, Hoopeston, Ill.
- LOWE AVIATION CO., INC., Box 368, Macon, Ga.
- LYNCH-PARRISH SERVICE, INC., Box 861, Galveston, Tex.
- LYNCHBURG AIR TRANSPORT & SALES CORP., Preston Glenn Airport, Lynchburg, Va.; Woodrow W. Edmondson, pres.; F17D, Fairchild 24, Bonanza, Super Cruiser; AO—U. S.; P.
- LYNN & HANER FLYING SERVICE, Box 1405, Alice, Tex.
- LYONS FLYING SERVICE, INC., Zahris Airfield, Lindenhurst, N. Y.
- M**
- M I FLYING SERVICE, INC., Munic. Airport, Medicine Lodge, Kan.
- MACON AIRMOTIVE SERVICE, INC., Box 1021, Herbert Smart Airport, Macon, Ga.; S. S. Chandler, pres.; Voyager; AO—U. S.; C-P.
- MADDERN W. E., P. O. Box 1386, Odessa, Tex.
- MADISON FLYING SERVICE, Madison, Ind.; Don W. Ledgerwood, pres.; Station Wagon; AO—unlimited; C-P.
- MADISON FLYING SERVICE, THE, Box 493, Manhattan, Kan.
- MAEL AIRWAYS, Mael Airport, Portage, Wis.
- MAGIC VALLEY AIRPORT, Box 382, Twin Falls, Ida.
- MAGNOLIA AIRWAYS & AVIATION CO., Laurel, Miss.; Cy Emery, pres.; Skyraider, Ercoupe, 2 Stinsons, 4 Cubs (Howard, 3 Twin Cessnas); AO—Mid. Valley; C-P—M-P.
- MAHEUX'S AIRCRAFT, INC., R. F. D. No. 2, Mechanic Falls, Maine.
- MAHON'S BOOT HILL FLYING SERVICE, Box 249, Dodge City, Kan.
- MAINE INSTRUMENT FLIGHT SCHOOL, State Airport, Augusta, Me.
- MAISCOTT AVIATION CO., 318 Central Ave., South Charleston, W. Va.
- MAKER AIRPARK, 350 S. 7th, Abilene, Tex.
- MAMER-SHRECK AIR TRANSPORT, Felts Field, Spokane, Wash.
- MANCHESTER AIRWAYS, INC., Box 891, Hot Springs, S. D.
- MANHATTAN FLYING SERVICE, THE, Box 493, Manhattan, Kan.
- MANITOWOC AIRWAYS, Box 3, Manitowoc, Wis.
- MANKATO FLYING SERVICE, Mankato, Kans.; Marion J. Heiden.
- MANTRAP AIR SERVICE, 222 Richards Rd., Munic. Airport, Kansas City 6, Mo.; J. W. Cannon, O. F. Sweetman, Jr., & R. O. Brenner, prop.; BT-13, T-50; AO—U. S., Alaska, Canada, Mexico; C-P.
- MAINTZ AIR SERVICES, PAUL, Hangar No. 1, Lockheed Air Terminal, Burbank, Calif.
- MARDEN AIRWAYS, INC., W. H. Waterville, Maine.
- MARIETTA AIRWAYS, INC., Marietta Airport, Marietta, Ohio.
- MARIN FLYING SERVICE, INC., So. State Rd. No. 9, Marion, Ind.
- MARION JAYCEE FLYING SERVICE, Marion, Ky.
- MARSHALL AEROMOTIVE ASSOC., 214 North Lafayette St., Marshall, Tex.
- MARSHALL FLYING SERVICE, Box 1825, Rapid City, S. D.
- MARSHFIELD FLYING SERVICE, INC., Airport, Marshfield, Wis.
- MARTENS AIR SERVICE, Julesburg, Colo.
- MARTIN AIRWAYS, INC., Munic. Airport, Monmouth, Ill.; H. A. Martin, pres.; T-50, Station Wagon, 2 PA-12s (Station Wagon, Super Cruiser); AO—Midwest; C-P.
- MARTIN AVIATION CO., Box 60, Schriber, Fla.
- MARTIN, BRUCE A., 219 W. Center St., Medina, N. Y.
- MARTIN FLYING SERVICE, INC., Box 891, Gastonia, N. C.
- MARTIN FLYING SERVICE, WILLIAM E., Box 276, Munic. Airport, Concord, N. H.; William E. Martin, pres.; Voyager, Station Wagon (Voyager, Station Wagon); AO—NE U. S., SE Canada; C-P.
- MARTIN, HERMAN L., Box 508, Walls Walls, Wash.
- MARTIN-O'BRIEN FLYING SERVICE, INC., Woodrum Field, Roanoke 12, Va.
- MARTIN SCHOOL OF AVIATION, Box 986, Santa Ana, Calif.
- MARTIN'S AIR SERVICE, 620 N. Center Ave., Somerset, Pa.; J. W. Martin, prop.
- MARTINSBURG FLYING SERVICE, INC., Box 682, Martinsburg, W. Va.
- MARYLAND AIRLINES CO., INC., Municipal Airport, Easton, Maryland.
- MASTERCRAFT AVIATION SERVICE, INC., Hangar 6, Buffalo Airport, Buffalo, N. Y.; William R. Hart, pres.; Cub, Ercoupe, Aeronaics; AO—U. S., Canada; P.
- MATSON NAVIGATION CO., 215 Market St., San Francisco.
- MATTUCK AIRBASE, INC., Mattituck, N. Y.
- MATTOON AIRPORT, Mattoon, Ill.; James McBride, pres.; Station Wagon, 2 Fairchilds, 3 Cubs, 3 Aeronaics; AO—local; C-P.
- MAUI FLYING SERVICE, THE, Punene Airport, Punene, Maui, T. H. Islands; W. O'Shea, Prop.; Bonanza (Silvaire Luscombe); AO—Hawaii; C-P.
- MAURO COMPANY, BEN, Conway-Pittsburg Airport, Conway, Pa.
- MAUK'S AIRPARK, Box 460, Blackwell, Okla.
- MAULDIN AIRCRAFT, INC., Box 1212, Brownsline, Tex.
- MAX'S AIR SERVICE, Box 746, Fond Du Lac Airport, Fond Du Lac, Wis.
- MAXWELL & IRVIN FLYING SERVICE, Kylertown, Pa.

- MAYHEW AERIAL SERVICE, P. O. Box 472, Olney, Tex.
MAY'S FLYING SERVICE, Box 1033, Hermiston, Ore.
MAY'S FLYING SERVICE, 726 N. 1st St., Princeton, Ill.
MCALISTER AIR SERVICE, Airport, McAlester, Okla.
MCALLISTER FLYING SERVICE, Box 1090, Yakima, Wash., Charles D. McAllister, prop.
MCBOYLE CURT SALES, Box 303, Lake Delton, Wis.
McCOMB AIRWAYS, P.O. Box 420, McComb, Miss.
McCONNELL FLYING SERVICE, Box 435, Parsons, Kas.
McCORD'S AERO SERVICE, Spindie City Airport, Gastonia, N. C.
McCURRY AVIATION CO., Miller Muncie Airport, McAllen, Tex.
McCURDY'S FLYING SERVICE, Box 413, Canadian, Tex.
McKENNA AIRPORT, Vernalis, Mich.
McGEE FLYING SERVICE, Muncie Airport, Van Wert, Ohio.
McGRAN, WILFRED, Allen Airport, RFD No. 1, Pontiac, Mich.
McKINLEY AIR TRANSPORT, INC., McKinley Airport, Canton, Ohio.
McKELLAR AVIATION, Box 5042, Okla. City, Okla.; Harold H. McKellar, prop.
McKENZIE FLYING SERVICE, 1300 North 27th St., Springfield, Ore.
McKINLEY SCHOOL OF AVIATION, Fraser, Mich.
McMINNVILLE AIRBORNE CARGO, INC., 739 1st St., McMinnville, Ore.
McPHERSON AIR SERVICE, Box 747, McPherson, Kan.
McPHERSONS FLYING SERVICE, Charlevoix Airport, Charlevoix, Mich.
MEDFORD AIR SERVICE, Box 631, Medford, Ore.
MELLOR-HOWARD SEAPLANE SERVICE, Seaplane Park, N. J.
MEMPHIS AERO CORP., Hangar 1, Muncie Airport, Memphis, Tenn.
MEMPHIS FLYING SERVICE, INC., R-1, Box 225, Germantown, Tenn.
MERCURY FLYING SERVICE, INC., Sky Harbor Airport, Phoenix, Ariz.; Derek Van Dyke, pres.; UC-78, Skyranger, N3N, Luscombe, 2 Interstates, 2 PT-19s, 4 Aeronaics, AO-X; P-1.
MEREDITH AIR SERVICE, Meredith, N. H.
MEREDITH FLYING SERVICE, Cherryland Airport, Sturgeon Bay, Wis.
MERRILL AIRWAYS, Merrill, Wis.; Victor W. Estill & Charles J. Ercevac, props.; Cub, BT-13, 3 Stinson 150s; AO-Wis., Minn., Ill. Ia.; C-P.
MERRILL-ETEO FLYING SERVICE, INC., Reynolds Field, Jackson, Mich.
MERRIMAC VALLEY AIR SERVICE, INC., 325 Pawtucket Blvd., Lowell, Mass.
MERRY, RALPH S., Linesville, Pa.
MESABA AVIATION, Coleraine, Minn.; Gordon K. Newstrom, prop.; 11 single engine land & seaplanes; AO-U. S., Canada; C-P.
METCALFE AVIATION CO., Box 422, Greenville, Miss.
METEOR AIR TRANSPORT, INC., Teterboro Air Terminal, Teterboro, N. J. O. O. Morrow, pres.; 3 DC-3s; AO-northeast to Detroit, Chicago; C-P, mostly cargo.
METROPOLITAN AIRLINES, Box 164, Van Nuys, Calif.
METROPOLITAN AVIATION CORP., Helipont No. 1, Pier 41, East River, N. Y.
MEXIA FLYING SERVICE, INC., Muncie Airport, Mexia, Tex.; Louis H. Simpson, pres.; Fairchild M62A, PA12, Voyager, Swift GC1A, Aeronaics IAC, 2 Aeronaics TACs, 3 Aeronaics 7ACs; AO-U. S., C-P.
MEXICO FLYING SERVICE, INC., Green Field, Mexico, Mo.
MEYER, EARLE J., 138 Chestnut St., N. Attleboro, Mass.
MEYER FLYING SERVICE, INC., Box 648, Hendersonville, N. C.; Oscar Meyer, Jr., pres.; Stinson, Cruiser, Cessna (Aeronaics); AO-U. S., C-P.
MEYER, INC., 2907 N. Clark St., Chicago.
MIAMI AIRLINES, INC., 100 N.E. 88th St., Miami 38, Fla.
MIAMI AVIATION CENTER, INC., 12301 Biscayne Blvd., Miami.
MIAMI VALLEY FLYING SERVICE, INC., R. R. 7, Dayton, Ohio.
MICHIANA FLYING SERVICE, 1633 N. Broad St., South Bend, Ind.
MICHIGAN FLYING SERVICE, INC., Ionia County Airport, Ionia, Mich.
MID CITY AIRPORT, Mid City Airport, Hudson, Ohio.
MID-CITY AIRPORT, INC., Wozniak & Gruenke Rds., R.R. 3, Michigan City, Ind.
MID-DELTA FLYING SERVICE, Box 2735, Greenville, Miss.
MIDDLETON FLYING SERVICE, Memorial Field, Hot Springs, Ark.
MIDET AVIATION CORP., Roosevelt Field, Mineola, N. Y.
MID-ISLAND AIR SERVICE, Deer Park Airport, Deer Park, N. Y.
MID-STATE AVIATION, INC., Box 402, Norwich, N. Y.
MID-STATE FLYERS, Box 337, Cookeville, Tenn.
MID-STATES AVIATION CORP., Sky Harbor Airport, Northbrook, Ill.
MIDWAY AVIATION Chrisman, Ill.; O. R. Morris, prop.
MIDWAY SCHOOL OF AERONAUTICS, INC., Box 263, Goshen, Ind.
MIDWEST AIRWAYS, Avenger Field, Hangar 3, Sweetwater, Tex.; Cliff Edwards, M. R. Hollister, props.
MID-WEST AIR TRANSPORT, INC., Muncie Airport, Evansville, Ind.
MIDWEST AVIATION, Kellogg Field, Hangar 7, Battle Creek, Mich.
MIDWEST AVIATION FLYING SERVICE, Twin Cities Airport, Benton Harbor, Mich.
MIDWEST AVIATION SERVICE CO., Box 52, Ottumwa, Ia.
MIDWEST FLYING SCHOOL, Midwest Airport, 4500 Tarrant Rd., Fort Worth, Tex.
MIDWESTERN AERO SERVICE, INC., Box 248, Carbondale, Ill.; C. Gene Seibert, pres.; Cessna 140, Stinson 150; AO-360 miles from base; C-P-I.
MILWAUKEE AVIATION CO., Manistee-Blacker Airport, Manistee, Mich.
MILWAUKEE COUNTY AIRPORT, INC., Reedsville, Pa.
MILICIC, KENNETH J., 24 W. 4th St., Emporium, Cameron, Pa.
MILAN FLYING SERVICE, Muncie Airport, Milan, Tenn.
MILBRANK FLYING SERVICE, Box 494, Milbank, S. D.
MILESTONE, MARSHALL L., Platte Airport, Plattville, Wis.
MILFORD FLYING SERVICE, Milford, Utah.
MILFORD AIRPORT, West Nvack, N. V.
MILLER BROS. CHEVROLET CO., INC., Gordon, Neb.
MILLER FLYING SERVICE, Muncie Airport, Ridgeland, S. C.
MILLER FLYING SERVICE, Miller Field, North Boston, Ohio.
MILLER, JAMES M., 611 Lexington St., Plainville, Tex.
MILITARY AIR SERVICE, Box 351, Mendon, Mass.
MILTON SCHOOL OF INSTRUMENT FLIGHT, Milton Airport, Milton, Pa.
MIRAMON AMPHIBIOUS SERVICE, 1020 St. Anthony St., New Orleans, La.
- MISSION BAY FLYING SERVICE, 4870 Anna St., San Diego, Calif.
MISSISSIPPI VALLEY AIRCRAFT SERVICE, Fletcher Field, Box 322, Clarkdale, Miss.
MISSOURI AIRWAYS, INC., Box 56, Lambert Field, St. Louis, Mo.; C. V. Quilly, pres.; Aeronaics Chief, Aeronaics Sedan, 2 Cessna T150s, 2 DC-3Us (DC-3); AO-U. S., foreign; C-P. Both DC-3s have been leased to corporations.
MOBILE AIR SERVICE, INC., Box 2245, Springhill, Ala.
MOBILE AIR, Box 130, Bonham, Tex.
MOBRIDGE FLYING SERVICE, Moberg, S. D.
MODERN AIR SERVICE, 1509 Elm, Hays, Kan.
MODERN AIR SERVICE, INC., Box 1135, Greeley, Colo.
MODERN AIR TRANSPORT, INC., 132 West 47th St., N. Y. 19; B. F. Carry, Jr., pres.; 2 DC-3s, 2 C-46s; AO-U. S.; C-P.
MODERN AIR TRANSPORT, INC., 132 W. 47 St., N. Y., N. Y.
MODESTA, ARTHUR F., 2023 N. Shartel Avenue, Oklahoma City, Okla.
MOHAWK AIRWAYS, INC., Box 177, Mason City, Iowa.
MOHAWK VALLEY AVIATION, INC., Harriman Airport, North Adams, Mass.; G. A. West, pres.; AO-unlimited; T-50, Cessna 170; C-P.
MOLINE AIR SERVICE, Moline Airport, Moline, Ill.
MONARCH AIR SERVICE, 6054 S. Cicero, Chicago 38, Ill.
MONROE AIRPARK, 312 McKinley Ave., Monroe, La.
MONROE & WITT, INC., Route 4, Box 82A, San Antonio, Tex.
MONROE SKYWAYS, INC., Box 775, Helena, Mont.; Paul D. Choquette, pres.; PA-12, PT-26, 3 Cubs (PA-12, PT-26, T-36, 3 Cubs); AO-Helena & White Sulphur Springs, Mont. C-P.
MONTE AVIATION SERVICE, Montevideo, Minn.; Glenn Moore, prop.; Station Wagon, Aeronaics, Ecoupee, 2 Taylorcraft; AO-X; C-P-I.
MONTE VISTA FLYING SERVICE, Monte Vista, Colo.; Leroy A. Knopke, mgr.; Stinson 165; AO-U. S.; C-P.
MONTGOMERY AVIATION CORP., Dannelly Field, Montgomery, Ala.; Allen L. Lumpkin, pres.; Beechcraft, Fairchild, Vultee; AO-unlimited; C-P-I.
MONTICELLO AIRWAYS, Monticello, N. Y.; Alfred H. Rudick, pres.; John D. Kerrigan, cargo mgr.; DC-3, Boeing 247, PA-12, 2 UC-78s; AO-Eastern Seaboard, Monticello-N.Y.C.; C-P.
MONTICELLO FLYING SERVICE, Monticello, Ark.
MONTICELLO AVIATION SERVICE, Box 123, Montvale, Va.; E. Howard Grimmer, mgr.; Taylorcraft, Waco; AO-U. S.; P.
MOORE & SONS, A. L., 333 W. Adams St., Phoenix, Ariz.; A. Lee Moore, pres.; AO-U. S.; AT-1; P.
MOORE AVIATION SCHOOL, Pinellas Airport, St. Petersburg, Fla.
MOORE, JAMES N., Box 393, Crane, Tex.
MOORE, TIMOTHY B., 915 Donald St., Klamath Falls, Ore.
MOREY AIRPLANE CO., Middleton, Wis.; Howard A. Morey, prop.
MORAN FLYING SERVICE, INC., Muncie Airport, Springfield, Mo.
MORRIS FLYING SERVICE, Box 1027, Kerrville, Tex.
MORRISON AERONAICS SALES, Box 292, Kings Mt., N. C.
MORRISON FLYING SERVICE, Muncie Airport, Helena, Mont.
MORRISTOWN AIRPORT CORP., 38 Paris Pl., Morristown, N. J.
MORRISTOWN FLYING SERVICE, INC., Morristown, Tenn.
MOSER, BRADFORD F., Box 548, Shelby, N. C.
MOSES LAKE AIR SERVICE, Box 645, Moses Lake, Washington.
MOUNTAIN AIR SERVICE, INC., Box 477, Cumberland, Md.
MOUNTAIN BAY AIRPARK, Paupack, Pa.; Carl L. Walter, Edwin H. Gumble, props.
MOUNTAIN STATES AVIATION, INC., Hangar 2, Stapleton Airfield, Denver, Colo.
MOUNTAINEER CORP., THE, Box 352, Clarksburg, W. Va.
MT. HOLYOKE SCHOOL OF AERONAUTICS, Ferry St., South Hadley, Mass.
MT. MCKINLEY AIRWAYS, Box 2498, Anchorage, Alaska.
MT. PLEASANT FLYING SERVICE, Muncie Airport, Mt. Pleasant, Mich.
MT. UNION AVIATION CORP., Mount Union, Pa.
MT. VERNON FLYING SERVICE, INC., Mt. Vernon Airport, Mt. Vernon, Ill.
MOYER FLYING SERVICE, Box 396, Killeen, Tex.; L. L. Moyer, prop.
MUNCIE AVIATION CORPORATION, Muncie Airport, Muncie, Ind.
MUNX AVIATION CORP., Kister Field, Bloomington, Ind.
MURFEE AIR CHARTER SERVICE, 210 Post St., San Francisco 8, Calif.
MURFREESBORO FLYING SERVICE, Box 369, Murfreesboro, Tenn.
MURRAY MACROBIE COMPANY, Del Mar Airport, Del Mar, Calif.; Wm. E. Murray, pres.; D-18S, Noorduyn, Stinson, Lodestar (Stinson); AO-U. S., Mexico; C-P-A.
MUSKEGON AIRCRAFT SERVICE, County Airport, Muskegon, Mich.
MUSKOGEE AIR SERVICE, Box 195, Muskogee, Okla.; M. U. Minnet, pres.; 2 Cessna 150s, Cessna 170; AO-U. S.; C-P.
MUSTANG AVIATION, INC., Box 548 SMU, Dallas 9, Tex.
MYERS AIRCRAFT SALES, Idabel, Okla.
MYERS FLYING SERVICE, Reynolds Field, Jackson, Mich.
MYERS FLYING SERVICE, INC., Box 83, Ada, Okla.; Escal Myers, pres.; Swift, 2 Stinsons; AO-SW U. S.; C-P.
- NAN BAR FACILITIES, Nan Bar Airport, Flat Rock, Mich.
NANTUCKET FLYING SERVICE, Nantucket Memorial Airport, Nantucket, Mass.; Allen W. Holdgate, prop. & mgr.; Clipper, Cruiser, Cessna 170, 2 Cessna 140s, 2 Cubs, 2 Twin Cessnas; C-P.
NARRAGANSETT AIRWAYS, Muncie Airport, New Bedford, Mass.
NASHVILLE FLYING SERVICE, Berry Field, Nashville, Tenn.
NATIONAL AIR TRANSPORT CO., 19925 Hoover Rd., Detroit.
NATIONAL AVIATION CORPORATION, Telegraph & Alexis Rds., National Airport, Chicago 12, Ohio.
NATIONWIDE AIR TRANSPORT SERVICE, Box 1226, Miami Springs, Fla.; R. Paul Weener, pres.; Lockheed 12A, C-54, 5 C-47s; AO-U. S., Caribbean; C-P.
NEBRASKA FLYING SERVICE, Muncie Airport, P. O. Box 402, Grand Island, Neb.; J. F. McWilliams, W. B. Graunke, props.; UC-78, Cessna 120, Cessna 170, Cessna 140s (Cessna 195); AO-U. S.; C-P.
NEEDLES FLYING SERVICE, P. O. Box "E", Needles, Calif.
NEIGH AIRLINE, N. Y. Field, Alexander, Ill.
NELSON FLYING SERVICE, A. V., Box 414, Brookings, S. D.
NELSON FLYING SERVICE, Potter, Neb.
NELSON-KELLEY CO., 2830 Pacific Highway, San Diego, Calif.
NELSON-RYAN FLIGHT SERVICE, INC., Box 3072, Linden Hills Station, Minneapolis.

- NEMETH-WINTERS, E. Washington St., St. Louis, Mich.
 NERVINO AERO SERVICE, P. O. Box 86, Beckworth, Calif.
 NEW BEDFORD AVIATION, INC., Box 173, Dartmouth, Mass.
 NEW BERN AVIATION CO., Box 151, New Bern, N. C.
 NEW BERN AIR EXPRESS, INC., Teterboro Air Terminal, Teterboro, N. J.; Richard R. Oliver, pres.; 2 C-46s; AO—Worldwide; C-P.
 NEW HANOVER AIRPORT, R. D. No. 1, Gilbertville, Pa.
 NEW LONDON FLYING SERVICE, Waterford Airport, New London, Conn.
 NEW MEXICO AEROMOTIVE, 342 N. Alcaraz St., Albuquerque, N. Mex.
 NEW ROCKFORD FLYING SERVICE, Municipal Airport, New Rockford, N. D.; Olav R. Aslakson.
 NEWBURN SEAPLANE BASE, 140 Front Street, Newburgh, N. Y.
 NEWLAND JACK V., Newland Field, 900 W. 8th St., Waco, Tex.
 NEWMAN AIRPARK, Box 147, Newman, Ga.
 NEWPORT AIR PARK, Middletown, R.
 NEWSOM BROS. FLYING SERVICE, Box 435, Poplar Bluff, Mo.
 NIAGARA FALLS AERONAUTICAL CORP., Munic. Airport, Niagara Falls, N. Y.; Billy D. Orcutt, pres.; Reliant, Fairchild, several Aerona-
 cas; AO—Eastern N. Y. to Boston, Montreal to North Bay in Canada; C-P-1-P.
 NICHOLS FLYING SERVICE, Black Mountain, N. C.
 NICOL CHARTER SERVICE, 2117 3rd Avenue S., Great Falls, Mont.
 NIEDERHAUSER AIRWAYS, Box 262, Marshalltown, Ia.
 NIERTH AERO SERVICES, INC., BILL, Main St., Airport, Houston, Tex.
 NILSON FLYING SERVICE, Kisters Field, Bloomington, Ind., James R. Kisters, Prop.
 NOBLESVILLE FLYING SERVICE, INC., P. O. Box 110, Noblesville, Ind.
 NORCROSS FLYING SERVICE, Winthrop, Me.
 NORMAN, CLARENCE E. Rte. 5, Zanesville, Ohio.
 NORTH ATLANTIC AIRWAYS, INC., Mountain Field, Beverly, Mass.
 NORTH CONCHO FIELD, San Angelo, Tex.
 NORTH PARK AVIATION CO., Box 273, Walden, Colo.
 NORTHEAST AIR SERVICE, Box 183, Granville, N. Y.
 NORTHEAST TRADEWAYS, Munic. Airport, Portland, Me.; Milton V. Smith, pres.; UC-78, Reliant, Voyager 150, Taylorcraft L-2M, PT-19, 4 Ercoups, 6 Cubs (Station Wagon); AO—New England; C-P-1.
 NORTHEAST AVIATION SERVICE, INC., Box 1291, Monroe, La.
 NORTHLAND FLYING SERVICE, Ray, Minn.; M. J. McCabe, pres.; Norseman (Norseman); AO—Minn.-Can.; C-P.
 NORTHWAY FLYING SERVICE, INC., 2244 Morse Rd., Columbus, Ohio.
 NORTHWEST AVIATION SALES, INC., Troutdale Airport, Troutdale, Ore.; Fred K. Check, Jr.; Reliant, AT-6, Voyager, 2 Aerona-
 cas, 2 Cubs, 3 Swifts (Reliant, AT-6, Voyager, 2 Aerona-
 cas, 2 Cubs, 3 Swifts); AO—Pacific Northwest; C-P.
 NORTHWEST FLYING SERVICE, Box 1834, Boise, Ida.
 NORTON FLYING SERVICE, Benkelman, Neb.
 NORTON SCHOOL OF AVIATION, Norton, Va.
 NORVAIR AVIATION CORP., Munic. Airport, Norfolk, Va.
 NUWAY AIR EXPRESS, 1642 Madison Ave., N. Y.
 NYCE FLYING SERVICE, Box 395, Pottstown Airport, Pottstown, Pa.; also Bethlehem-Easton Airport, RFD 3, Easton, Pa.
- O
- O & N AIRWAYS, INC., Box 1112, Chadron, Neb.
 OAKLEY BROTHERS FLYING SERVICE, Box 719, Topeka, Kan.
 O'BRIEN, JAMES F., Stormville, N. Y.
 OCEAN VIEW AIRWAYS, Winwood Airport, Wildwood, N. J.
 OCEAN VIEW AIRWAYS, P. O. Box 93, Beaufort, N. C.
 OELWEIN AIR SERVICE, Box 248, Oelwein, Iowa; Earl E. DeBruyn, E. P. Boat, A. C. Boat, props.
 OHIO VALLEY AVIATION SERVICE, P. O. Box 451, Metropolis, Ill.
 OMAHA AIRCRAFT CO., INC., Munic. Airport, Omaha, Neb.; Rudy C. Mueller, pres.; Aerona, Cruiser, Ercoupe, Stinson, Cessna 140, 6 Cubs; AO—local; P-1.
 OMAHA STANDARD INC., 2411 W. Broadway, Council Bluffs, Ia.
 ONEAL AVIATION CORP., O'Neal Airport, Vinitoesnes, Ind.
 ONG AIRCRAFT CORP., Box 214, Kansas City, Mo.
 ONTARIO AVIATION CO., Box 447, Ontario, Ore.
 OPELOUSAS AVIATION CORP., St. Landry Parish Airport, Opelousas, La.
 ORACOCKE-MANTEO TRANSPORTATION CO., Box 796, Manteo, N. C.; R. S. Wahab, pres.; T-50, Waco Custom, Seabee, Super Cruiser, Piper trainer (T-50, Custom, Seabee, Super Cruiser, Piper trainer); AO—Eastern N. C., Va., Md.; P.
 ORANGE COUNTY AIRPORT, INC., Orange, Va.
 OREGON AIRCRAFT SERVICE, Box 752, Klamath Falls, Ore.; Allen Macabee, prop.
 ORR FLYING SERVICE, Modest Airport, Rushville, Neb.; Leo E. Orr, prop.; PA-12, J-3; AO—U. S.; C-P.
 ORVILLE GEORGE FLYING SCHOOL, Munic. Airport, Hangar 1, Chickasha, Okla.
 OSAGE AVIATION ENTERPRISES, Commercial Airport, Box 1528, Bartlesville, Okla.
 OSTRANDER, JOHN, Gowanda Airport, Gowanda, N. Y.
 OSWALD ALASKA AIRWAYS, Tacoma Airport, 1109 S. Grant St., Tacoma, Wash.
- P
- OTTAWA FLYING SERVICE, R. F. D. 2, Ottawa, Ill.
 OWENS AERONAUTICAL SERVICE, JOHN T., Columbus Airport, Columbus, Ind.
 OWENSBORO AVIATION, Box 653, Owensboro, Ky.; Lyman S. Cox, Jr., prop.
 OXNARD FLYING SCHOOL, Box 125, Oxnard, Calif.
 OXNARD SKY FREIGHT, INC., Ventura Co. Airport, Oxnard, Calif.; V. R. Banks, pres.; 2 DC-3s (2 C-54s); AO—U. S.; C-P.
 OZARK AIRWAYS, Box 229, Marshall, Mo.
- P
- P & B FLYING SERVICE, Box 2188, Pensacola, Fla.
 P & H FLYING SERVICE, Box 272-A, Rte. 2, Lancaster, Calif.
 P. K. R. AIRWAYS, INC., Margaretville Airport, Margaretville, N. Y.; R. Carl Van Keuren, pres.; Stinson 150, Taylorcraft, Aerona; AO—U. S.; P.
 P-T AIR SERVICE, INC., Munic. Airport, Hays, Kan.; Done E. Pratt, pres.; 2 Navions; AO—U. S.; C-P.
 PACIFIC AIR ACTIVITIES CO., Munic. Airport, Oakland, Calif.
 PACIFIC AIRCRAFT CORP., Box 828, Eugene, Ore.; Glendon H. Dotson, pres.; Taylorcraft, 2 Stinson 108s, 4 Aerona-
 cas; AO—Ore., Pacific Coast; C-P.
 PACIFIC AIRWAYS, Box A, North Bend, Ore.
- PACIFIC ALASKA AIR EXPRESS, INC., Box 2406, Anchorage, Alaska.
 PACIFIC OVERSEAS AIRLINES CORP., Box 152, Ontario, Calif.; J. Edwin Jones, pres.; unspecified no. of DC-4s; AO—worldwide; established points as cargo carrier are Guam, Honolulu, Johnston Island, Los Angeles, San Francisco; C-P.
 PAGE AIRWAYS, INC., Rochester Airport, Scottsville Rd., Rochester, N. Y.
 PAGE AVIATION SERVICE, Box 535, Oklahoma City, Okla.
 PALM BEACH AERO CORP., Box A, Lantana, Fla.
 PALMER-SPRING FLYING, INC., Box 1391, Great Falls, Mont.
 PAMPA FLYING SERVICE, Box 376, Pampa, Tex.
 PARHAM AIR SERVICE, Box 541, Monahan, Tex.; Opal J. Parham, prop.
 PARIS FLYING SCHOOL, Box 123, Paris, Ark.
 PARK CITIES AERO SERVICE, Rte. 7, Dallas, Tex.
 PARKER AIR SERVICE, Box 1091, Port Arthur, Tex.
 PARK REGION AVIATION, INC., Fergus Falls, Minn.
 PARKAIRE FIELD, Rte. 3, Marietta, Ga.
 PARKER FLYING SERVICE, Parker, S. D.; John Marquardt, pres.; S.E.L., 3 Aerona-
 cas (S.E.L.); AO—Midwest; P.
 PARKER'S AIRPORT, Eagle Springs, N. C.
 PARKINSON FLYING SERVICE, Pasco Airport, Pasco, Wash.; H. W. Parkinson.
 PARK AIR SERVICES, 2636 N. Hutchinson St., Phila., Pa.
 PARROT FLYING SERVICE, County Airport, Muskogee, Mich.
 PATHFINDER FLYING SERVICE, LTD., Box 1442, Stockton, Calif.
 PATECELL, THEODORE C., 1989 78th St., Jackson Heights, N. Y.
 PATCO AIR SERVICE, INC., Patco Airport, Conshohocken, Pa.
 PATTERSON HEIGHTS FLYING SERVICE, Patterson Heights, Airport, Beaver Falls, Pa.
 PEARSON-ALASKA, INC., Box 1715, Anchorage, Alaska.
 PECOS COUNTY AIRWAYS, Fort Stockton, Tex.; P. E. Luce, prop.
 PELLEY FLYING SERVICE, Box 221, Seminole, Okla.
 PELICAN AVIATION CORP., P. O. Box 191, New Iberia, La.
 PELLA AIRWAYS, Airport, Pella, Iowa.
 PELLING, MATTHEW R., Albert Whitted Airport, St. Petersburg, Fla.
 PEMBERTON FLYING SERVICE, Kern Co. Airport, Bakersfield, Calif.; Roy H. Pemberton, pres.; PT-19, Crusair, 2 Chiefs, 4 Cham-
 pions; AO—X; C-P-S-1-P.
 PEMROKE AIR PARK, INC., Rte. 5, Corfu, N. Y.
 PENNSA AIRWAYS, Box 35, Penn Springs, W. Va.
 PENINSULA AIRPORT, INC., The Box E, Wythe Branch, Hampton, Va.; Robert A. Kilpatrick, pres.; Bonanza, Cruiser, 2 Howard DGAs, 20 2 place planes, unspecified; AO—U. S.; C-P.
 PENINSULA AIRWAYS, Rte. 1, Airport, Port Townsend, Wash.
 PENINSULAR AIR TRANSPORT, 754 N.W. 61st St., Miami, Fla.; C-P.
 PENN AEROMOTIVE, INC., R. D. No. 2, DuBois, Pa.
 PENNINGTON FLYING SERVICE, P. O. Box 1438, Wilmington, N. C.
 PENINSULA AVIATION CO., Belmont Airport, Belmont, Calif.
 PENINSULA SCHOOL OF AERONAUTICS, Box 282, St. Ignace, Mich.; P-1.
 PENN AIR TRANSPORT CO., 2001 Wyoming Ave., Forty Fort, Pa.; Roland Kisch, pres.; Crusair; AO—U. S.; C-P.
 PENN FLYING SERVICE, TOM, Box 307, Perryton, Tex.
 PERRINE, JAMES LYLE, Corning, Calif.
 PERRY-WARSAW FLYING SERVICE, Rte. 20-A, Perry, N. Y.; D. Wayne Weber, pres.; Super Cruiser; AO—N. Y., New England; C-P.
 PETERS FLYING SERVICE, Colby, Wis.
 PETERSON FLYING SERVICE, P. O. Box 191, Showlow, Ariz.
 PHILADELPHIA AIR TRANSPORT CO., International Bldg., SW Airport, Phila.
 PHILADELPHIA SEAPLANE BASE, Essington, Pa.; Frank Mills, mgr.; Aerona, Seabee, 3 Wacos; AO—U. S.; C-P.
 PHILADELPHIA SKY FORT, Pier 3, S. Delaware Ave., Phila.; W. H. Nicolai, Jr., prop.
 PHILIP SCHOOL OF FLYING, Mendocino Airport, Little River, Calif.
 PHILLIPS J. T., Phillipsburg Airport, Phillipsburg, N. J.
 PHILOMENA CORP., Teterboro Air Terminal, Teterboro, N. J.
 PHOENIX AVIATION, INC., Box 905, Phoenix, Ariz.
 PIACITELLI, JAMES S., Box 614, Norristown, Pa.
 PIERCE AVIATION CO., Smith Field, Ft. Worth, Ind.; Fred J. Runyan, prop.; Stinson, Cruiser, J-3; AO—U. S., Mexico, Canada; C-P.
 PIERCE FLYING SERVICE, Humboldt Co. Airport, Eureka, Calif.; Lester L. Pierce, prop.; UC-78, Waco, Cessna 120 (Cessna 170); AO—U. S., principally West Coast; C-P.
 PIERCE FLYING SERVICE, Plymouth Airport, Plymouth, Ind.
 PIERCY FLYING SERVICE, Piercy Field, Medford, Ore.
 PIKE PEAK AIR SERVICE, INC., Nichols Field, Colorado Springs, Colo.
 PILKENTON, ERNEST W., Rte. 1, Box 6033, Stinson Field, San Antonio, Tex.
 PIONEER AVIATION, INC., Munic. Airport, Escanaba, Mich.
 PIONEER VALLEY AVIATION, P. O. Box 60, Municipal Air-
 port, Orange, Mass.
 PITCAIRN, STEPHEN, Bryn Athyn, Pa.
 PITTMAN FLYING SERVICE, Box 7, McRae, Ga.
 PITTSBURG FLYING SERVICE, Box 442, Pittsburg, Kan.
 PLACER FLYING SERVICE, INC., Box 668, Auburn, Calif.
 PLAINS AIRWAYS, INC., Box 299, Cheyenne, Wyo.
 PLAINS FLYING SERVICE, Box 1657, Amarillo, Tex.
 PLANTATION AIR, INC., Everglades, Fla.; Sam C. Collier, pres.; Cessna 140, UC-78, 2 Culvers; AO—Fla.; C-P.
 PLAYGROUND SEAPLANE CENTER, Box 64, Port Walton, Fla.
 PLUM CREEK FLYING SCHOOL & SERVICE, Box 126, Lexington, Neb.
 PLUM ISLAND FLYING SERVICE, INC., Box 310, Newburyport, Mass.
 POCATELLO FLYING SERVICE, INC., Box 1227, Pocatello, Ida.
 John L. McConnell, pres.; Stinson 108-2, Super Cruiser; AO—U.S.; C-P-S.
 POINT PLEASANT SEAPLANE BASE, 69 Ave. C, Point Pleasant, N. J.
 POLLINGER, JACK, 713 Atlantic Ave., Ft. Pierce, Fla.
 PONTIAC FLYING SERVICE, Walters Airport, Pontiac, Ill.; N. E. Walters, prop.
 PORT ERIE AIRPORT, Erie, Pa.; Gerald W. Richardson, prop.
 PORTER, HARRY, Lovell Field, Chattanooga, Tenn.

PORTLAND FLYING SERVICE, INC., Box 528, Portland, Tex.
 PORTLAND FLYING SERVICE, INC., Muncie, Airport, Portland, Me.; Harold L. Frost, pres.; F-24W, Stinson 10A, Station Wagon, 2 Aerona Superchute; AO—New England; C-P.
 POST MILLS FLYING SERVICE, INC., Box 27, Post Mills, Vt.
 POTTADATOMIE FLYING SERVICE, INC., Manhattan, Kan.
 POTTER, HARRY W., Box 1044, Muncie, Airport, Bismark, N. D.
 POWELL, BROS. FLYING SCHOOL, Muncie, Airport, Danville, Ill.; Hubert Powell, pres.; Stinson, Cessna, Cub; AO—unlimited; C-P.
 PRAIRIE AIRWAYS, Muncie, Airports, Omaha & Lincoln, Neb.; C. J. Abbott, pres.; Stinson SR10, 2 Bonanzas, 3 UC-78s, 5 Cruisers; AO—U. S.; C-P.
 PRATTSVILLE FLYING SERVICE, Prattville, N. Y.
 PRENTICE AIRCRAFT SALES & SERVICE, City Airport, Adrian, Mich.
 PREWITT AIRCRAFT SALES CO., Mitchell Hangar, New Orleans, La.
 PRIESTER AVIATION SERVICE, GEORGE J., Box 203, Pal Waukeer Airport, Wheeling, Ill.; George J. Priest, prop.; D 17S Beechcraft (D 17S Beechcraft); AO—U. S.; P.
 PRINCE AVIATION CO., Box 1855, Tampa, Fla.
 PROBERT DEVINE AVIATION CORP., 12930 Pierce St., Pacoima, Calif.; Andy Devine, pres.; UC-78, Voyager; AO—U. S.; P.
 PROVO FLYING SERVICE, Box 144, Provo, Utah.
 PUEBLO AIR SERVICE, INC., Muncie, Airport, Pueblo, Colo.; Stinson 108, Stinson SR4, UC-78, 2 PA-12s; AO—U. S.; C-P.
 PULASKI AVIATION SERVICE, Box 993, Pulaski, Va.
 PULLEY FLYING SERVICE, 203 E. North St., Arlington, Tex.
 PURDUE AERONAUTICS CORP., West Lafayette, Ind.; Grove Webster, mgr.; 2 AT-11s, 2 Stinson 150s; AO—Midwest; C-P.

Q

QUAKER CITY AIRWAYS, INC., North Philadelphia Airport, Philadelphia 36, Pa.; Herbert Sussman, pres.; DC-3, 3 Bonanza, Cessna Piper; AO—U. S. & Possessions, South America; C-P.
 QUEEN CITY FLYING SERVICE, INC., Hangar 3, Lunken Airport, Cincinnati.
 QUINCY AVIATION, INC., Muncie, Airport, Quincy, Ill.
 QUINCY FLYING SERVICE, 405½ N. 12th St., Quincy, Ill.

R

RACINE FLYING SERVICE, INC., Horlick Racine Airport, Racine, Wis.
 RADDER FLYING SERVICE, Glenwood Springs, Colo.
 RAIDFORD AVIATION CORP., Redford, Va.
 RAGSDALE FLYING SERVICE, Rt. 1, Box 370, Austin, Tex.
 RAGAN FLYING SERVICE, Delanson, N. Y.; Kenneth Ragan, pres.; Cruiser, Stinson; AO—unlimited; C-P.
 RAGSDALE AIRMOTIVE, Box 227, Chidress, Tex.; James E. Ragdale, pres.; Cruiser, Swift, Stinson 150, Ercoupe; AO—Tex. & adjoining states; C-P.
 RAINIER AIR FREIGHT LINES, INC., Boeing Field, Seattle, Wash.; Arden W. Goodman, pres.; 3 DC-3s; AO—U. S., Alaska; C-P.
 RALEIGH-DURHAM FLIGHT SERVICE, INC., Box 544, Durham, N. C.
 RANCHARO AIRPORT, Box 611, Chico, Calif.; John F. Miller, pres.; Cub, Taylorcraft, PT-26, 2 Stinsons, 4 Luscombes, 4 Ercoupes; AO—Calif.; C-P-A-I-P-S.
 RANNEY JR., ROBERT F., Lemmon, S. D.
 RANGE AIRWAYS, INC., Sheridan, Wyo.
 RANGELY SEAPLANE BASE, Rangeley, Maine.
 RANKIN AVIATION INDUSTRIES Pearson Air Park, Vancouver, Wash.
 RARITAN VALLEY AIRWAYS, Kupper Field, Hillsboro Township, Box 662, Manville, N. J.; Bernard B. Deymann, pres.; Cruiser; AO—X; C-P.
 RAUCH FLYING SCHOOL & SERVICE, INC., Teterboro Air Terminal, Teterboro, N. J. P-81
 RAVEN ROCK FLYING SERVICE, INC., Raven Rock Airport, Portsmouth, Ohio
 READING AVIATION SERVICE, INC., Muncie, Airport, Box 1201, Reading, Pa.
 RED DOG AIRWAYS, INC., RFD 2, Cochran, Ga.
 RED'S AIR SERVICE, Omro, Wis.
 REED, INC., DICK, Box 3208, Casper, Wyo.; Richard W. Reed, pres.; 2 Navions, 2 Mustangs; AO—Rocky Mt. area; C-P.
 REED'S AIR SERVICE, Daugham-Miller Airport, Temple, Tex.; Elmer G. Reed, prop.
 REGAN FLYING SERVICE, Box 946, Shawnee, Okla.
 REGINA CARGO LINES, INC., 7609 4th Ave., Brooklyn, N. Y.
 REIFENBERG AVIATION, INC., Hazleton Reichenberg Airport, N. Y. Johns, Pa.
 RELIANCE FLIGHT ACADEMY, 1355 Studebaker Rd., Norwalk, Calif.
 REMBERT WERNER, INC., Lambert Field, St. Louis 21, Mo.
 RENSMAN, FRANK, Box 441, Youngsville, Pa.
 RENT-A-PLANE SKY TAXI, Muncie, Airport, Rte. 3, Box 361A, Tulsa, Okla.; D. G. Peterson, pres.; 10 Bonanzas; AO—South Central states; C-P.
 REPUBLIC SEABEE, 5 Washington St., Saratoga Springs, N. Y.
 RESORT FLYING SERVICE, INC., Narrowsburg, N. Y.
 RETTIG FLYING SERVICE, 420 W. Ave. B, Hope, Ark., B. L. Rettig, prop.
 REVERE AIRWAYS, INC., 339 Squire Rd., Revere, Mass.; Julius Reynolds, pres.; 20 light aircraft; AO—U. S., Canada; C-P.
 REYNOLDS FLYING SERVICE, Box 542, Zephyrville, Fla.
 REYNOLDS FLYING SERVICE OF DAYTONA BEACH, INC., Muncie, Airport, Daytona Beach, Fla.
 RICHARD AVIATION, Municipal Airport, Mansfield, Ohio; (also Cleveland); R. B. Black, pres.; AO—E. Central U. S.; 4 Navions; C-P.
 RIDDLE AVIATION CO., INC., Box 4632, Miami 34; AO—N. Y., Miami, Puerto Rico; 2 C-47s (2 C-46s); C.
 RIFE, CHARLES E., (Thomaston Airport), Thomaston, Ga.
 RILEY'S FLYING SERVICE, Crossett, Ark.
 RILEY'S FLYING SERVICE, Monrovia Airport, Monrovia, Calif.
 RIPON AIRWAYS, Box 225, Ripon, Wis.
 RISSEY FLYING SERVICE, Rt. 2, Norfolk, Neb., Andrew A. Risser, prop.
 RITCHIE FLYING SERVICE, Meacham Field, Ft. Worth, Tex.; Edwin W. Ritchey, prop.; T-50, Noorduy UC-64, Stinson SR6, Howard, Stinson 10, 2 PT-26s, 3 Luscombes, 3 Cubs; AO—U. S., RITNOUR AIR SERVICE, Box 203, Lancaster, Pa.
 RIVERSIDE AIRMOTIVE CO., 4130 Menmes Ave., Riverside, Calif.

RIVERTON FLYING SCHOOL, Box 589, Riverton, Wyo.
 RIVERVIEW FLYING SERVICE, Erwin, N. C.
 ROBBINS, REG, 222 Ashburn St., Houston, Tex.; Reg Robbins, prop.; DC-3; AO—U. S., Alaska, Canada, Mexico; C-P.
 ROBBINS SKYWAYS, Muncie, Airport, Melbourne, Fla.
 ROBERTS AIRCRAFT, Box 20, Boeing Field, Seattle.
 ROBERTS, WILSON A., 147 Main St., Williamstown, Mass.; Wilson A. Roberts, pres.; Super Cruiser; AO—unlimited; C-P.
 ROBERTS FLYING SERVICE, Box 1011, Lakeland, Fla.
 ROBERTSON AIR SERVICE, Johnson Ave., Plainville, Conn.
 ROBIN AIRLINES, Lockheed Air Terminal, Burbank, Calif.
 ROBINSON CHARTER SERVICE, Box 1071, Buffalo, Wyo.; Clair Robinson, prop.
 ROBINSON FLYING SCHOOL, JACK, Meacham Field, Ft. Worth, Tex.
 ROBINSON FLYING SERVICE, Robinson Airport, Plant City, Fla.
 ROBINSON FLYING SERVICE, Sikeston, Mo.
 ROCCO AVIATION, INC., Municipal Airport, Pueblo, Colo.
 ROCHELLE AIRPORT, INC., R. F. D. 3, Rochelle, Ill.; George Robinson, pres.; AO—U. S., C-P.
 ROCHESTER FLYING SERVICE, R R No. 2, Rochester, Ind.
 ROCKY MOUNT AIR SERVICE, Box 471, Rocky Mount, N. C.
 ROCKY MOUNTAIN AIR SERVICE, Box 381, Rifle, Colo.; Paul H. Lindstrom, pres.; PA-12; AO—U. S.; C-P.
 ROCKY MOUNTAIN AIR SERVICE, Cody, Wyo.; L. J. Siddle, pres.; Beechcraft 140, Cessna 140 (Beechcraft 35, Cessna 170); AO—U. S.; C-P.
 ROGAN, KENNETH, Delanson, N. Y.
 ROGERS FLYING SERVICE, BOX 249, Rogers, Ark.
 ROHN FLYING SERVICE, Muncie, Airport, Peoria, Ill.; Dwight Rohn, prop.; Cessna 120, Cessna 140, Twin Cessna, Stinson 165, Beechcraft 35; AO—U. S.; C-P.
 ROLES FLYING SERVICE, Towner, N. D.; Elgar Roles, pres.; Cub, C-P. 121 AO—100 area.
 ROOSEVELT FIELD, INC., Mineola, L. I., N. Y.
 RORER, HENRY ERNEST, JR., RFD No. 1, Crewe, Va.
 ROSCOE CHARTER SERVICE, Box 459, Salina, Kans.; Fred L. Roscoe, pres.; AO—U. S.; 2 Cessna 190s; C-P.
 ROSING, H. J., 306 Highview Road, Middletown, Ohio.
 ROSKAY, LELAND C., Rt. 1, Niles, Mich.
 ROSS AIRLINE, Ross Airport, St. Louis, Mo.; W. W. Ross, pres.; 4 Cessna 120s, 4 Cessna 140s, Cessna 190, 1.5 Stinson; AO—U. S.; C-P.
 ROSS AVIATION CORP., 7700 N. Broadway, St. Louis, Mo.
 ROSS FLYING SERVICE, Box 823, Grand Island, Neb.
 ROSWELL FLYING SERVICE, INC., Box 6704, Roswell, N. M.
 ROTH AIRWAYS, RR 4, Oskaloosa, Iowa.
 ROUNDUP SKYRIDERS, Box 174, Roundup, Mont.
 ROUNDY & HODGES SKYWAYS, Box 248, Burley, Idaho.
 ROY FLYING SERVICE, Roy, N. M.; James L. Yabrough, prop.
 ROYAL AIR LINES, Muncie, Airport, Biddeford, Me.; Robert L. Roy, mgr.; Crusier, Stinson 50, 2 Cubs; AO—New England, N. Y., Eastern Canada, Maritime Prov.; C-P.
 ROYAL AIR SERVICE, 5536 Satsuma Ave., No. Hollywood, Cal.; Leslie Combs, cen. mgr.; C-47; AO—U. S.; C-P.
 ROYAL AIRWAYS SYSTEM, 1186 Broadway, N. Y.
 ROYAL PALM FLYING SERVICE, Inc., Fort Myers, Fla.
 RUGBY FLYING SERVICE, Rugby, N. D.
 RUPERT FLYING SERVICE, Rt. 2, Box 16, Beaverton, Ore.
 RUSHMORE FLYING SERVICE, Rapid City, S. D.; Ralph Letellier, prop.; Airmaster, 2 Ercoupes (2 4-place Ercoupes); AO—U. S., C-P-I-S.
 RUSSELL FIELD, Rte. 3, Box 186, Ft. Worth, Tex.; E. F. Russell, prop.; Stinson, 2 UC-78s, 2 Taylorcraft, 2 Stearman, 5 Cubs; AO—Southwest; C-P.
 RUTLAND AVIATION SCHOOL, Rutland Airport, Rutland, Vt.
 RUTLEDGE FLYING SERVICE, Ashland Airport, Ashland, Ky.
 RUZICKA FLYING SERVICE, Ruzicka Airport, RR6, Kokomo, Ind.

S

S & M FLYING SERVICE, Box 15, Dallsport, Wash.
 S. S. W. INC., Box 471, Concord, Calif.; C-P.
 SAFEWAY FLYING SCHOOL, INC., Queens Seaplane Base, East River, Ft. of 154th Pl., Whitestone, L. I., N. Y.
 SAGINAW AIR SERVICE, Skyhaven Airport, Saginaw, Mich.; John P. Hooper & John H. Lanschwaeger, props.
 SAGINAW AIRPORT, Box 4078, Ft. Worth, Tex.
 SALDANA, EDUARDO E., Box 1126, San Juan, P. R.; C-P.
 SALEM AIR SERVICE, INC., McNary Field, Salem, Ore.
 SALINA FLYING SERVICE, Box 459, Salina, Kans.; Fred L. Roscoe, prop.
 SALISBURY AIRCRAFT SERVICE, Muncie, Airport, Salisbury, N. C.; Clay S. Swain, mgr.; PA-12, 2 Fairchild 24s; AO—U. S.; C-P.
 SALLADE, AL., Cherry Springs Airport, Coudersport, Pa.
 SAMOAN AREA AIRWAYS, 429 Damon Bldg., Honolulu.
 SAN ANGELO FLIGHT SERVICE, Box 386, San Angelo, Tex.
 SAN BENITO FLYING SERVICE, Box 1774, San Benito, Tex.
 SANDERS AVIATION, INC., Box 26, Riverdale, Md.
 SANDHILL AIRWAYS, Gordon, Neb.
 SANDPOINT AIR SERVICE, Box 468, Sandpoint, Ida.
 SANDS POINT SEAPLANE BASE, 15 Orchard Beach Blvd., Port Washington, N. Y.
 SANFORD AVIATION CO., Sanford Airport, Sanford, Me.
 SANGER FLYING SERVICE, INC., Box 178, Kelson, Wash.
 SANTA MONICA AIR SERVICE, Muncie, Airport, Claver Field, Santa Monica, Cal.; Milton G. Smilanch, prop.
 SARA FLYING SERVICE, 13610 Central Ave., Los Angeles
 SAWYER, DAVID R., Silver Ranch, Jaffrey, N. H.
 SAX AVIATION CO., Dickinson, N. D.
 SCENIC AIRWAYS, Felts Field, Spokane, Wash.
 SCENICAIRE PARK, INC., Genesee, N. Y.; Parker A. Stacy, Jr., pres.; Skyranger; AO—300 miles from base; C-P.
 SCHMIDT, EARL & HELM, JR., 6-S Ranch Airpark, Rt. 1, Box 44, Sangus, Calif.
 SCHNEIDER FLYING SERVICE, Box 712, Seguin, Tex.
 SCHOLZ, EDWARD G., 1824 Hobbs St., Grants Pass, Ore.
 SCHUYLER FLYING SCHOOL, Schuyler Airport, Schuyler, Neb.
 SCOTT AERO SERVICES, INC., 2901 E Spring St., Long Beach 7, Calif.
 SCOTT AIRCRAFT SALES, INC., Muncie, Airport, El Paso, Tex.

- SCOTT FLYING SERVICE, New Orleans Airport, New Orleans, La.
- SCOTT'S CHARTER SERVICE, 802 Valley, Avenal, Calif.; Willis E. Scott, pres.; Howard DGA-15; AO—Calif.; C-P-A.
- SCOTT'S FLYING SERVICE, County Airport, Waynesburg, Pa.
- SCRANTON AIRWAYS, Scranton Munic. Airport, Clarks Summit, Pa.; Harold D. Swank, prop.; Seabee, Cruiser, BT-13 (Bonanza); AO—U. S.; C-P.
- SEA LAND AIR SERVICE, Box 473, Arkansas Pass, Tex.
- SEABOARD & WESTERN AIRLINES, Inc., 16 Liberty St., N. Y.; Raymond A. Norden, pres.; 5 C-54s; AO—N. Y., Europe, Middle East; C-P.
- SEAPLANE AIRWAYS, INC., Speculator, N. Y.
- SEARCY FLYING SERVICE, Searcy, Ark.
- SEATTLE AIR CHARTER, Box 20, Boeing Field, Seattle, Wash.; C-P.
- SEATTLE SKY RANCH, Issaquah, Wash.
- SELFBRIDGE, R. P., Box 431, Munic. Airport, Kansas City, Mo.
- SEMINOLE AIR SERVICE, Oak Airport, Foley, Ala.
- SENECA FLYING SERVICE, Munic. Airport, Seneca, Kan.
- SENECA FLYING SERVICE, Killbuck, N. Y.
- SERV AIR, INC., Munic. Airport, Box 1507, Raleigh, N. C.; Truman W. Miller, pres.; T-50, 2 Seabees, 2 Fairchild, 2 Ercoupe, 3 J-3s, 4 Taylorcraft; AO—N. C.; C-P.
- SEVERSON AIR ACTIVITIES, Box 2262, Cut Bank, Mont.
- SHANKSTER FLYING SERVICE, Box 601, Newcastle, Wyo.
- SHANNON AIRCRAFT, Box 631, Marfa, Tex.
- SHASTA FLYING SERVICE, P. O. Box 617, Fall River Mills, Calif.
- SHAUGHNESSY FLIGHT SYSTEM, 19 Greenacre Rd., Westwood, Mass.
- SHAW AIRCRAFT CO., Munic. Airport, Iowa City, Ia.; Paul B. Shaw, prop.; C-17B, Cessna 140 (Cessna 170); AO—unlimited; P.
- SHAWNEE FLYING SERVICE, Shawnee Rd., RFD 2, North Tonawanda, N. Y.
- SHEALY'S FLYING SERVICE, Rte. 1, Newberry, S. C.
- SHEETS FLYING SERVICE, W. H. Box 21, Groveland, Fla.
- SHELTON AIR SERVICE, INC., Box 142, Shelton, Wash.
- SHELTON & CO., C. N. Rte. 1, Box 185, Miami.
- SHEN-MYER AIRCOURT, Box 389, Harrisonburg, Va.
- SHERIDAN AIR SERVICE, Box 61, Sheridan, Wyo.
- SHERIDAN FLYING SERVICE, 6050 Sheridan Dr., Williamsville 21, N. Y.
- SHIELDS FLYING SERVICE, Box 449, Neosho, Mo.
- SHOWALTER CORP., 2 The, Box 916, Winter Park, Fla.; H. W. Showalter, Jr., pres.; 2 Super Cruisers, T-50, Fairchild 24; AO—U. S.; C-P.
- SHUEY AIR SERVICE, Munic. Airport, Wooster, Ohio.
- SIEMENS AERO-AIDERS, INC., Munic. Airport, Fremont, Neb.; John T. Siemens, pres.; Cruiser, Cessna 120; AO—Neb. & surrounding states; C-P.
- SILVER CITY FLYING SERVICE, Box 574, Silver City, N. M.
- SILVER CREEK AIRPORT, 45 Ward Ave., Silver Creek, N. Y.; Kenneth A. Ehmkie, pres.; Cub (2 Cubs); AO—50 miles from base; C-P.
- SILVER DOLLAR FLYING SERVICE, Segur Airport, Segur, Tex.; Ray Schack, pres.; Aerona, UC-78, PT-18, 4 Cubs; AO—Tex.; C-P.
- SILVER LAKE FLYING SERVICE, INC., Frankfort, Ky.
- SIMECEK, JOSEPH, 1265 Hickory St., Milan, Mich.
- SIMPSON FLYING SCHOOL, 1120 E. Mulkey St., Forth Worth 3, Tex.
- SIMPSON FLYING SERVICE, Philippi, W. Va.; W. L. Simpson, prop.
- SIoux CITY FLYING SERVICE, INC., Box 1409, Sioux City, Ia.
- SISKIYOU AIRWAYS, Box 136, Montague, Calif.
- SISKIYOU FLYING SERVICE, Box 34, O'Brien, Ore.
- SISSTON FLYING SERVICE, Sission, S. D.
- SITKA AIRWAYS, Sitka-Coleharbor, N. D.
- SKY HARBOR, THE, 1000 Westlake N., Seattle; Monte K. Pierce, prop.
- SKY HARBOR AIR SERVICE, P. O. Box 138, Cheyenne, Wyo.
- SKY HARBOR AIR SERVICE, INC., Box 649, Phoenix, Ariz.
- SKY HARBOR AIRPARK, Box 1069, San Angelo, Tex.
- SKY HARBOR AIRWAYS, INC., Munic. Airport, Niagara Falls, N. Y.; John J. Smith, pres.; P. Twin Cessna, single-engine Cessna, Stinson, 5 Cubs; AO—P. Canada; C-P.
- SKY HARBOR FLYING SERVICE, Lewiston-Auburn Airport, Auburn, Me.
- SKY SERVICE CORP., Munic. Airport, Evansville, Ind.; Ellis A. Carson, pres.; 2 Norsemen, 2 Aerona, Cessna T-50, Station Wagon, Cessna 195, Cessna 120; AO—Middle West, South; C-P.
- SKY SERVICE CORP., Farnell Field, Stop 12, Petersburg Pike, Richmond, Va.; R. Pinkney Sowers, pres.; Chief, Cruiser, Norseman, 7 Champions; AO—Richmond area; C-P-S.
- SKY SERVICE, INC., 711 S. State St., Ann Arbor, Mich.; C. M. Dixon, pres.; Bonanza (2 Bonanzas); AO—U. S.; C-P.
- SKY TECH, INC., Munic. Airport, Cleveland.
- SKY TRAVEL, INC., Munic. Airport, Houston, Tex.
- SKYCRRAFT ENTERPRISES, INC., Box 8027, Houston, Tex.
- SKYCRRAFT, INC., 1953 50th Place N., Munic. Airport, Birmingham, Ala.
- SKYCRRAFT SCHOOL OF AVIATION, Munic. Airport, Birmingham, Ala.
- SKYGO, INC., 2415 Hubbard Rd., Youngstown, Ohio.
- SKYHAVEN INC., Box 42, Lakeport, N. H.
- SKYLANES EXPRESS, INC., Box 1123, Macon, Ga.
- SKYLIFE, INC., 13801 N.E. Halsey St., Portland, Ore.; Don Plympton, pres.; 4 Funks (UC-78); AO—Pacific NW; C-P. Cargo not exceeding 60 lbs.
- SKYLINE AIR CHARTER, 13610 S. Central Ave., Los Angeles; G. William Westlein, pres.; Twin Cessna, 2 Voyagers; AO—West; C-P.
- SKYLINE AIRWAYS, INC., Box 8046, Biltmore, N. C.
- SKYLINE AVIATION SERVICE, Warren County Airport, Glens Falls, N. Y.
- SKYLINE, INC., Drawer 271, Ashboro, N. C.
- SKYMOTIVE, INC., 6671 Anaheim-Telegraph Rd., Los Angeles 22; Clarence Bergen, mgt.; Navion; AO—Western States; C-P.
- SKYMOTIVE SALES, INC., Box 505, Park Ridge, Ill.
- SKYPARK, Rt. 3, Box 150, Oregon City, Ore.
- SKYTRAIL AIRWAYS, INC., 302 Balter Bldg., New Orleans; Edward D. McGee, pres.; DC-4; AO—Central America; C.
- SKYVILLE, San Francisco Munic. Airport, South San Francisco.
- SKYWAY AIR SERVICE, INC., Newell, S. D.; C. W. Fiegen, pres.; Fairchild 24, 2 Cessnas (Cessna 170); AO—Midwest; C-P.
- SKYWAY ASSOCIATES, Box 1368, Bakersfield, Calif.
- SKYWAY FLYING SERVICE, Box 2005, Great Falls, Mont.
- SKYWAY SCENIC SERVICE, 1256 S. 17th East, Salt Lake City.
- SKYWAYS AIR SERVICE, Regional Airfield, Battle Creek, Mich.; W. K. Kellogg, Prop.
- SKYWAYS AVIATION CO., INC., 1800 S. Western, Okla. City, Okla.
- SKYWAYS, INC., Municipal Airport, Norfolk, Neb.
- SKYWAYS, INC., Box 178, Vandalia, Ohio.
- SKYWAYS, INC., Municipal Airport, La Crosse, Wis.; Walter S. Allen, pres.; 7 Aerona; PA-12; AO—Continent; C-P.
- SKYWAYS INTERNATIONAL TRADING & TRANSPORT CO., Box 3034, Miami; Robert J. Bergeron, pres.; 2 DC-3s, 2 Lodestars, 3 C-46s (C-54); AO—Worldwide; C-P. mostly cargo.
- SMITH AERO REPAIR, W. O. Box 547, Hot Springs, Ark.; W. O. Smith, prop.
- SMITH AEROMOTIVE SERVICE, Hillsboro, Ill.
- SMITH AIRCRAFT, FRED, Munic. Airport, El Paso, Tex.
- SMITH & JONES FLYING SERVICE, DeWitt, Ark.
- SMITH & SCHNEIDER FLYING SERVICE, Box 247, Marlow, Okla.
- SMITH AVIATION, Rt. 4, Box 210, Kent, Wash.
- SMITH FLYING SERVICE, Piercetown, Ark.
- SMITH FLYING SERVICE, Box 406, Newton, Ia.
- SMITH FLYING SERVICE, Jamestown, N. D.
- SMITH FLYING SERVICE, Wilkes-Barre Wyoming Airport, Forty-Fort, Pa.; K. Russell Smith, pres.; AO—U. S.; Cruiser, Cessna 140, Cessna 195, T-50 (Cessna 170); C-P.
- SMITH, JACK K., Fulton Field, Cartersville, Ga.
- SMITH-LIVINGSTON AIR SERVICE, INC., Box 631, Corvallis, Ore.
- SMYER AIRCRAFT CO., Box 452, Arkansas City, Kan.
- SMYER AIRCRAFT, BALES & SERVICE, Box 988, Municipal Airport, Ponca City, Okla.
- SMYRNA BEACH AERO SERVICE, INC., Box 96, New Smyrna Beach, Fla.
- SNYDER AVIATION, INC., Barrington, N. J.
- SNYDER ROBERTSON FLYING SERVICE, Box 79, Ottawa, Kan.
- SNYDER, ROY E., Alinsworth, Neb.
- SNYDER, STANLEY W., Charter & Air Taxi Service, 1 Hillside Ave., Great Neck, N. Y.
- SOLOMON VALLEY AIR SERVICE, Munic. Airport, Hill City, Kan.; Clair E. & Edna H. Walts, props.
- SOMER-VOLZKE FLYING SERVICE, Sky Village Airport, Utica, Neb.
- SOMERSET AIR SERVICE, INC., Box 46, Bedminster, N. J.; Samuel Freedman, pres.; Bonanza, Cessna 140, AT-6, Cub Coupe; AO—U. S.; C-P.
- SONORA AIRWAYS, Box 602, Sonora, Calif.
- SOO AIRCRAFT SERVICE, INC., Herington, Kan.
- SOTAL AIR SERVICE, Box 444, Brewton, Ala.
- SOULE FLYING SERVICE, BOR, Box 580, Gulfport, Miss.
- SOURDOUGH AIR TRANSPORT, Box 1639, Fairbanks, Alaska; A. R. Johansen, pres.; C-46; AO—U. S., Alaska; C-P.
- SOUTH BEND FLYING SERVICE, INC., Chain Lakes Airport, South Bend, Ind.; Warren Oliver, pres.; AO—Midwest; 2 light planes; C-P-S.
- SOUTH CENTRAL AIR TRANSPORT, INC., Box 544, Fayetteville, Ark.
- SOUTH DAKOTA AIRWAYS, Box 602, Yankton, S. D.; Alan R. Sparrowhawk, pres.; AO—U. S.; Station Wagon, Cessna 140 (Bonanza); C-P.
- SOUTH EAST AIRLINES, INC., Douglas Airport, Charlotte, N. C.
- SOUTH FLORIDA FLYING SERVICE, Box 957, Homestead, Fla.; W. O. Van Tien, prop.
- SOUTH GEORGIA FLYING SERVICE, INC., Box 858, Valdosta, Ga.
- SOUTH HAVEN AIR SERVICE, Munic. Airport, South Haven, Mich.
- SOUTH TEXAS AIR ROUTES, Box 1476, Corpus Christi, Tex.
- SOUTHBIDGE SKY PARK, INC., Southbridge, Mass.; C. Stanley Knight, pres.; Voyager, Cessna 140, 2 Cessna 120s, 2 Champions; AO—50 miles from base; C-P.
- SOUTHERN AERO ENGINEERING, Box 1177, Orlando, Fla.; W. W. Steere, pres.; T-50, 2 Taylorcraft BC12D; AO—Southern & Eastern U. S.; C-P.
- SOUTHERN AIR EXPRESS, Box 1429, Clearwater, Fla.
- SOUTHERN AIR SERVICES, Sanders Field, Walls, Miss.; Mrs. Louise C. Kent, prop.; Super Cruiser, Bonanza, PA-11, Chief, 5 Cubs; AO—X; C-P.
- SOUTHERN AIR TRANSPORT, 3191 S.W. 19th Terrace, Miami; C. Moor, pres.; DC-3 (2 C-46s); AO—U. S., South America; C.
- SOUTHERN AIRCRAFT SALES CO., INC., New Orleans Airport, New Orleans, La.
- SOUTHERN AIRWAYS CO., Munic. Airport, Atlanta, Ga.
- SOUTHERN AIRWAYS CO., Box 808, Munic. Airport, Greenville, S. C.
- SOUTHERN AIRWAYS OR DANVILLE, INC., Munic. Airport, Danville, Va.
- SOUTHERN AVIATION CO., Albert Whitted Airport, St. Petersburg, Fla.; Robert D. Leon, pres.; UC-78, Champion (Sedan); AO—Fla.; P.
- SOUTHERN AVIATION CORPORATION, P. O. Box 1491, Shreveport, La.
- SOUTHWEST AEROMOTIVE CORP., Rte. 2, Box 86, Springfield, Mo.
- SOUTHWEST AVIATION SERVICE, INC., P. O. Box 2816, Oklahoma City, Okla.
- SOUTHERN CALIFORNIA AIR AMBULANCE & HEARSE SERVICE, Bellflower Airport, 1451 E. Center St., Bellflower, Calif.
- SOUTHERN FLIGHT, INC., Box 608, Orlando, Fla.
- SOUTHERN ILLINOIS AIRWAYS, INC., Box 347, Marion, Ill.
- SOUTHERN INDIANA AIRLINES, 209 Citizens Nat'l Bank Bldg., Bedford, Ind.; R. P. Austin, pres.; T-50, Ercoupe; AO—U. S.; C-P.
- SOUTHERN MINNESOTA AVIATION SERVICE, INC., Box 11, Ottumwa, Minn.
- SOUTHERN MISSOURI AIR SERVICE, INC., Rt. 6, Box 349, Springfield, Mo.
- SOUTHERN VERMONT FLYING SERVICE, Hartness Airport, N. Springfield, Vt.
- SOUTHERNAIRE CO., Box 186, Hartsville, S. C.
- SOUTHWEST AVIATION, INC., Box 1774, Brownsville, Tex.; Maynard Pemck, pres.; AO—So. Tex.; Mexico; 5 light planes; P.

- SOUTHWEST AIR RANGERS**, Box 1154, El Paso, Tex.; William E. Mueller, pres.; Stinson, 2 Silveira (Silveira); AO—Southwest; C-P.
- SOUTHWEST AIRCRAFT, INC.**, Meacham Field, Ft. Worth, Texas.
- SOUTHWEST AVIATION SERVICE**, Altus, Okla.
- SOUTHWEST KANSAS AIRCRAFT SALES**, Muncie Airport, Greensburg, Kan.; G. A. Bertram, prop.; Cessna 140 (Cessna 170); AO—U. S.; C-P.
- SOUTHWESTERN AIRWAYS**, Box 315, Oklahoma City, Okla.
- SOUTHWESTERN SKYWAYS, INC.**, Box 347, Santa Fe, N. M.; Carl D. Ettinger, Dale R. Erickson, co-owner; 10 SEL (10 SEL); AO—U. S.; C-P.
- SPA AIR SERVICE**, Ballston Spa Airport, Ballston Spa, N. Y.
- SPA FLYING SERVICE**, Memorial Field, Hot Springs, Ark.
- SPARTAN AIRCRAFT CO.**, Muncie Airport, Tulsa, Okla.; J. Paul Getty, pres.; Spartan, AO—X; P.
- SPARTAN AVIATION**, Box 909, Spartanburg, S. C.; Lewis W. Clayton, pres.; Twin Cessna, Cessna 140, Ercoupe, Super Cruiser, Taylorcraft, PT-17, PT-19, BT-13, 6 Cubs; AO—U. S.; C-P.
- SPEEDAIR DELIVERY, INC.**, 950 Westlake Ave. N., Seattle.
- SPEED'S FLYING SERVICE, INC.**, 23-11 Linden St., Flushing, N. Y.
- SPILLERS AIR TAXI & CHARTER SERVICE**, Box 183, Leavenworth, Wash.
- SPILLMAN AERO SERVICE, INC.**, Holyoke, Colo.; Leslie Kunkel, pres.; Cessna 140, PA-12 (Cessna 170); AO—Phillips Co., Colo.; C-P.
- SPOKANE FLYING SERVICE, INC.**, Box 653, Parkwater, Wash.
- SPORTAIRE**, Pellston, Mich.
- SPORTSMAN AIR SERVICE**, East River Rd., Grand Island, N. Y.; P. N. Pattison, pres.; Grumman G-44A; AO—Ontario, Quebec; C-P.
- SPORTSMEN'S AIR SERVICE**, 124 N. E. 11th St., Miami, Fla.
- SPORTSMEN AIRWAYS, INC.**, Sky Harbor, Duluth, Minn.; Robert L. Bergum, pres.; Norseman Seaplane, Wildgoose, Chief, Cub seaplane, 3 Champion seaplanes (2 Aeronaucs); AO—North Central U. S., Canada; C-P.
- SPORTSMEN'S AIR SERVICE**, 14 Oak Lane, Davenport, Ia.
- SPORTSMEN'S AIRWAY**, 349 Cabot St., Beverly, Mass.
- SPRING CITY FLYING SERVICE, INC.**, Rt. 5, Box 574, Waukegan, Wis.
- SPRINGER AERO SERVICE**, Springer, N. M.
- SPRINGFIELD AVIATION CO., INC.**, Springfield Airport, Box 57, Springfield, Ill.; Carl A. Sorling, pres.; Stinson 108-1, Aeronauc; AO—U. S.; C-P.
- SPRINGFIELD FLYING SERVICE, INC.**, Rt. 2, Box 90, Springfield, Mo.
- SPRINGFIELD FLYING SERVICE, INC.**, Springfield Airport, Springfield, Ore.; Robert C. Good, pres.; Crusair, 2 PA-12s; AO—Northwest; C-P.
- STAFFORD AIRPARK**, Blandell, N. Y.
- STANDARD AIR CARGO**, Lindbergh Field, San Diego, Calif.; Shields B. Craft, pres.; DC-3, C-46 (DC-3); AO—U. S., Alaska; C-P.
- STANFIELD FLYING SERVICE**, Box 415, Ottumwa, Ia.
- STARK FLYING SERVICE**, Box 127, Coldwater, Kan.; Victor G. Stark, prop.
- STARNS AVIATION SERVICE**, KENNETH, Box 2534, Little Rock, Ark.
- STARRETT AVIATION CO., INC.**, Spencer, Ia.; 4 small planes; AO—U. S., Canada; C-P.
- STATE AIRLINES, INC.**, Box 1862, Charlotte 1, N. C.; H. R. Gilbert, Jr.; Bonanza; AO—U. S.; C-P.
- STATE COLLEGE AIR DEPOT, INC.**, State College, Pa.
- STATE LINE AIR ACTIVITIES, LTD.**, Box 151, Birdgeport, Ala.
- STATESIDE AIRPORT**, R. D. 3, Newburgh, N. Y.
- STATESVILLE FLYING SERVICE**, Box 1163, Statesville, N. C.; D. V. Kelle, prop.
- STEINMAN FLYING SERVICE**, FRANK, Roosevelt Field, Mineola, L. I., N. Y.; T-50; AO—East, Southeast, Midwest; A.
- STEPHENSON AIR AMBULANCE**, Box 591, Selming, Fla.; J. M. Stephenson, prop.
- STERRETT'S FLYING SERVICE**, Kinsley, Kan.
- STEVENSON AVIATION SERVICE**, Box 956, Muskogee, Okla.
- STEWART, ARTHUR W.**, Box 3, Somers, N. Y.
- STEWART EDGAR A.**, 8000 Glider Ave., Los Angeles.
- STEWART AVIATION CO.**, Box 7, Parkersburg, W. Va.; J. Wayne Stewart, pres.; Stinson, Ercoupe; AO—unlimited; C-P.
- STEWART FLYING SERVICE**, Muncie Airport, Massena, N. Y.
- ST. FRANCIS FLYING SERVICE**, St. Francis, Kan., Harry T. Hench, prop.
- STICKNEY FLYING SERVICE**, Edgemont, S. D.
- STINSON'S FLYING SERVICE**, Box 1107, Klamath Falls, Ore.; Chester E. Stinson, prop.
- STIRM, RALPH C.**, Independence, Iowa.
- STOCKMAN FLYING SERVICE**, Muncie Airport, Williston, N. D.; W. H. Stockman, H. W. Stockman, props.
- STODDARD AERO SERVICE**, Box 1057, Wink, Tex.; W. L. Stoddard, pres.; UC-78, Voyager, Super Cruiser; AO—U. S.; C-P.
- STONER & WELLS FLYING SERVICE**, P. O. Box 5097, Jacksonville, Fla.
- STOUT FLYING SERVICE, INC.**, Box 82, Muscatine, Iowa.
- STOVER AIR SERVICE**, Memorial Field, Hot Springs, Ark.
- STRALEY FLYING SERVICE**, Box 446, Clinton, Ia.
- STRATO FREIGHT CO.**, Bradley Field, Windsor Locks, Conn.; C.
- STRATTON AIR SERVICE**, FRANK, Prineville, Ore.
- STRAUSS SKYWAYS, R.R. 1**, Smith Field, Warsaw, Ind.; Frederick J. Strauss, prop.; Voyager, Cessna 140; AO—U. S.; P.
- STRICKLEY'S FLYING SERVICE**, Muncie Airport, Ruston, La.; S. L. Strickley, prop.; Voyager, Cessna, 4 Cubs; AO—500 miles from base; C-P.
- STULL FLYING SERVICE**, 711 6th St., Fairbury, Neb.
- STUTTGART AVIATION SERVICE**, Box 588, Stuttgart, Ark.
- SUMMIT AIR SERVICE, INC.**, Box 493, Laramie, Wyo.
- SUNTER AIRWAYS, INC.**, Box 364, Muncie Airport, Sumter, S. C.; E. H. Lynam, Jr., pres.; Super Cruiser; AO—East; P.
- SUNDRICH AERONAUTICAL CORP.**, Muncie Airport, Cleveland.
- SUNNY SOUTH AIRCRAFT SERVICE**, 9000 N. W. 7th Ave., Miami, Fla.; Robert Uecko, Jr., prop.; Cessna 190; AO—U. S., Cuba, Bahamas, Jamaica; C-P.
- SUPERIOR SKYWAYS**, 900 S. Heald St., Wilmington 83, Del.; Harry C. Riblett, Prop.
- SURESIDE, INC.**, Rte. 1, Huzo, Minn.
- SUSSEX AIR INDUSTRIES, INC.**, Route 13, Bridgeville, Del.
- SUTHERLIN VALLEY AIRWAYS**, Sutherlin, Ore.
- SWABY, RALPH P.**, Box 936, Muncie Airport, Lawton, Okla.; R. P. Swaby, prop.; UC-78, Station Wagon, Waco UKCS-5, BT-13, Ercoupe; AO—U. S.; C-P.
- SWAIN AIR SERVICE**, 220 W. 18th St., Erie, Pa.
- SWIFT AIR SERVICE**, Air Terminal Bldg., Lindbergh Field, San Diego, Calif.
- SWIFTAIRE, INC.**, Box 1489, Las Vegas, Nev.
- SWINSON BROS. FLYING SERVICE**, Muncie Airport, Pratt, Kan.; E. C. Swinson, pres.; Stinson 165, 2 Cruisers (Stinson 165); AO—Kan.; C-P.
- SYLVA FLYING SERVICE**, Sylva, N. C.

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- TABER FLYING SERVICE**, Harlowton, Mont.
- TACOMA FLYING SERVICE**, Barry's Skyharbor, Tacoma, Wash.; PA-12, 13, 2 Luscombe; AO—U. S.; C-P.
- TAMER CHARTER SERVICE**, Tanger Airport, Bellefontaine, Ohio.
- TANNER FLYING SERVICE**, Floydada, Tex.; W. H. Tanner, prop.; PA-12; AO—X; P.
- TAYLOR AVIATION**, New Kingstown, Pa.
- TAYLOR, ROGER C.**, Quakertown Airport, Quakertown, Pa.
- TAYLOR'S AEROSERVICE**, Sky Ranch Airport, Rte. 3, Houston, Tex.
- TAYNOR-HARRIS AVIATION SERVICE**, Champaign Airport, Box 617, Champaign, Ill.
- TEMPLE AERO SERVICE**, Rte. 5, Temple, Tex.; T. J. Adamson, Jr. & W. C. Jackson, props.
- TENNESSEE VALLEY FLIGHT SERVICE, INC.**, Pryor Muncie Airport, Decatur, Ala.; Luke Pryor, pres.; Cub, UC-78, Stearman Duster, Fairchild 24, Luscombe, BT-13A, 2 Stearmans, 5 Aeronaucs; AO—U. S.; C-P.
- TERRA MARINE AIR SERVICE**, 4515 Burke Ave., Seattle, Wash.
- TERRY AIRCRAFT SALES & SERVICE**, Helena, Ark.
- TERRY FLYING SERVICE**, Chapman Field, Waterloo, Ia.; Meryl L. Terry, mgr.; Stinson 165, 3 Cessna 140s (Stinson, Cessna 170); AO—Midwest; P.
- TETW AVIATION SERVICE**, Raleigh-Durham Airport, Raleigh, N. C.
- TEXAS AEROMOTIVE CORP.**, Box 209, Yoakum, Tex.
- TEXAS AVIATION CORP.**, Box 1025, Pounds Field, Tyler, Tex.
- TEXAIR AVIATION, INC.**, 2610 S. Hampton Rd., Dallas 11, Tex.
- TEXOMA AVIATION CO., INC.**, Box 690, Denison, Tex.
- THIESSEN FLYING SERVICE**, 210 1/2 E. St., Hamburg, Iowa; Paul L. Thiesen, prop.
- THOMAS AIR SERVICE**, Box 301, Muncie Airport, Farmington, N. M.
- THOMAS FLYING SERVICE**, Cirnelia Fort Airpark, Rosebank Ave., Nashville, Tenn.; Norman A. Thomas, Prop.
- THOMPSON, B. L.**, Box 907, Liberal, Kan.
- THOMPSON, C. M.**, Towanda Airport, Towanda, R. D., Pa.
- THOMPSON CO., INC.**, THE, Box 4061, Warrington, Fla.
- THOMPSON FLYING SERVICE**, Kohler Airport, Kohler, Wis.
- THOMPSON FLYING SERVICE, INC.**, 3800 Dahlia St., Denver, Colo.; D. B. Bullock, pres.; Station Wagon, PA-11, 2 Cubs, 2 Super Cruisers; AO—U. S., mostly Rocky Mt. area; C-P.
- THOMPSON, HARLAN**, 2815—14th St., Billings, Mont.
- THOMPSON, WILLIAM A.**, County Airport, Wheeling, W. Va.
- THUNDERBIRD AVIATION CO.**, Box 26, Gallup, N. M.
- TIBBS, SCOTT R.**, 911 3rd St., Franklin, La.
- TITUSVILLE SEAPLANE BASE**, Box 572, Titusville, Fla.
- TOCCOA FALLS FLYING SCHOOL, INC.**, Letourneau Airport, Toccoa, Ga.; P-I.
- TOLEY, MILTON C.**, 46 Windsor St., Attica, N. Y.
- TOMCO AVIATION, INC.**, Muncie Airport, San Antonio, Tex.; F. L. Thomson, Jr.; T-50, Cessna 193, several Cessna 140s; AO—U. S.; C-P.
- TOMLINSON FLYING SERVICE**, 395 North St., P. O. Box 196, Skowhegan, Maine, Leon L. Tomlinson, Prop.
- TOPEKA AIRCRAFT SALES & SERVICE**, Municipal Airport, Topeka, Kan.
- TORONTO AIR SERVICE, INC.**, Box 234, Toronto, Ohio.
- TOR-WIN, Tor-Win Airport**, R. F. D. 3, Winsted, Conn.
- TOTEM AIR SERVICE, INC.**, Adm. Bldg., Boeing Field, Seattle, Wash.; AO—X; C-P.
- TOTH AIRCRAFT & ACCESSORIES CO.**, 222 Richards Rd., Muncie Airport, Kansas City, Mo.
- TOWLE FLYING SERVICE**, Muncie Airport, Wausau, Wis.
- TOWN OF MYRTLE BEACH**, Box 1517, Myrtle Beach, S. C.
- TRADEWIND AIRPORT CORP.**, Box 1377, Amarillo, Tex.
- TRADEWIND FLYING SCHOOL**, Box 848, Amarillo, Tex.
- TRANS AIR HAWAII, LTD.**, 1471 Kapiolani Blvd., Honolulu, T. H.; AO—Honolulu, Barking Sands, Homestead Field, Lanai City, Punnene, Hilo, Kailua, Upolu (all Hawaii); C.
- TRANS-AIR, INC.**, 2806 E. 45th St., Minneapolis, Minn.
- TRANS-AIR, INC.**, Freeman Field, Seymour, Ind.
- TRANS-AIR, INC.**, Pinellas Inlet Airport, St. Petersburg, Fla.
- TRANSALASKAN AIRLINES, INC.**, 208 Columbia St., Seattle 4, Wash.; C-P.
- TRANS-AMERICAN AIRLINES**, 224 S. Michigan Ave., Chicago
- TRANS AMERICAN AIRWAYS**, Muncie Airport, Oakland, Calif.
- TRANS ATLANTIC AIRWAYS**, Hotel Lincoln, 44th St. & 8th Ave., N. Y.; Edward W. Tabor, pres.; AO—X; C-P.
- TRANS CARIBBEAN AIR CARGO LINES, INC.**, 160 Central Pk. S., N. Y.; AO—X; C-P.
- TRANS NATIONAL AIRLINES**, Muncie Airport, Long Beach, Calif.
- TRANS-ORION AIR LINES**, Muncie Airport, Oakland, Calif.; Orvis Nelson, pres.; AO—World-wide; 12 C-54s, 6 C-46s; C-P.
- TRAVIS FLYING SERVICE**, Meosta Cy. Airport, Big Rapids, Mich.
- TRAVLAND AIRPORT**, Beeville, Tex.
- TRICITY CITY AIRPORT**, RR 55, Greenville, Ohio; R. W. Riley, prop.
- TRI ANGLE AIRPORT, INC.**, Cross Keys, N. J.
- TRIANGLE AVIATION, INC.**, Stanton, Minn.
- TRICITIES AVIATION SCHOOL, INC.**, Endicott, N. Y.
- TRI-CITY FLYING SERVICE**, Tullahoma, Tenn.; J. E. Martin, J. G. Puckett, J. M. Coutin, props.
- TRINIDAD AIR SERVICE**, Box 127, Trinidad, Colo.; Perry F. Stokes, Prop.
- TRIPLE CITIES AIRWAYS, INC.**, R. D. 2, Waverly, N. Y.
- TRIPLE CITIES AIRWAYS**, Tri-State Airport, Angola, Ind.
- TRISTATE AIRWAYS CO.**, Box 162, Bryan, O.
- TRI-STATE AVIATION CORP.**, Cincinnati Airport, Glendale-Milford Rd., Sharonville, Ohio.
- TRI-STATE AVIATION SERVICE**, Box 848, Amarillo, Tex.

TROH'S AIR TAXI, 156 Ave. & SE Division St., Portland, Ore.
TROPICAL FLYING SERVICE, INC., Box 715, St. Petersburg, Fla.; L. L. Hederman, pres.; 10 single-engined land planes, Seabee, Air Phantom; AO—Gulf, Fla., So. Atlantic; C-P-S-I.
TRULOCK'S FLYING SERVICE, Rte. 4, Charleston, S. C.; F. Trulock, prop.; 11-AC, J-5, Taylorcraft DCO, BC-12D, 3 Aerona 7-ACs; AO—Charleston area; P-I.
TRUMBLE, RAYMOND G., Chandler Field, Fresno, Calif.
TUPES-EDGECLUMBE, INC., Box 506, Elmhurst, Ill.
TULSA FLYING SERVICE, Tulsa Commercial Airport, Tulsa, Okla.
TUPELO FLYING SERVICE, 409 N. Madison St., Tupelo, Miss.
TURNER AERONAUTICAL CORP., ROSCOE, Weir Cook Munic. Airport, Indianapolis, Ind.; Roscoe Turner, pres.; unspecified number of Taylorcraft, Vultee BT-13As, Cessna, Bonanzas, Seabees, Twin-engine Beechcraft; AO—U. S.; C-P-A.
TURNER FLYING SERVICE, Munic. Airport, Broken Bow, Neb.
TUSCARAWAS COUNTY AVIATION, INC., Munic. Airport, New Philadelphia, Ohio.
TUSKEGEE AVIATION, INC., Moton Field, Box 8, Tuskegee Institute, Ala.
TWENTIETH CENTURY AIR LINES, Box 302, Charlotte 1, N. C.; C-P.
TWENTIETH CENTURY FLYING SERVICE, INC., Clover Field, Santa Monica, Calif.
TWIN-CITIES AIR SERVICE, INC., Triangle Airport, Hammond, Ind.
TWIN CITIES FLYING SERVICE, Twin Cities Airport, Benton Harbor, Mich.
TWIN CITY AIRWAYS, P. O. Box 1155, Texarkana, Ark.; Fred W. Kinndon, Jr., & Howard E. Webb, Props.
TYEE AIR SERVICE, INC., Palme Field, Everett, Wash.
TYLER FLYING SERVICE, INC., Rte. 3, Box 123, Tyler, Tex.

U

U. S. FLYING SERVICES, INC., Albert Whitted Airport, St. Petersburg, Fla.
UNCERRER FLYING SERVICE, Box 327, Marysville, Kan.; Carl L. Ungerer, mgr.; Cessna 120 (Cessna 170); AO—U. S.; C-P.
UNION AIRCRAFT CORP., Shute Munic. Airport, Monroe, N. C.; J. Ray Shute, pres.; BT-13, L-2, Twin Cessna, 2 Howards, 2 PT-26s, 2 PT-19s, 8 Cubs; AO—Piedmont area; C-P-I.
UNIT AERO EXPORT CO., INC., Box 2084, Miami 12, Fla.
UNITED AERO, Mineral Wells, Tex.; T. E. Hubby, pres.; T-50, PA-12; AO—U. S.; C-P.
UNITED AERO SERVICE, INC., Delta Air Base, Albemarle Rd., Box 1028, Charlotte, N. C.; E. F. Harrington, pres.; Stinson SR-5, Voyager, 3 Aerona; AO—Carolinas; C-P.
UNITED AERONAUTICS, INC., Box 355, Mineral Wells, Tex.
UNITED AIR SERVICE, INC., Box 943, El Dorado, Ark.
UNIVERSAL LIGHT SCHOOL, Box 146, Lambert Field, St. Louis 21, Mo.
UNIVERSAL FLYERS, Culver City Airport, Culver City, Calif.
USHER AVIATION, INC., Munic. Airport, New Haven, Conn.
USSELMAN FLYING SERVICE, Parks Metropolitan Airport, East St. Louis, Ill.; Harry C. Usselman, Prop.
UTILITY AIR TRANSPORT, Box 67, Lone Beach, Calif.
UVALDE FLYING SERVICE, Garner Field, Uvalde, Tex.
ULYBERT, SIEGFRIED, 55 Anvil Lane, Levittown, L. I., N. Y.

V

VALENTE AIR SERVICE, Valentine, Neb.; J. R. Harvey & Kenneth L. Brown, props.; PA-12; AO—U. S.; P.
VALLEJO SKY HARBOR, Box 593, Vallejo, Calif.
VALLEY AIR PARK, Middleburg, N. Y.
VALLEY AIR SERVICE, Box 551, Lanett, Ala.
VALLEY AIR SERVICE, Box 1181, Grand Junction, Colo.
VALLEY AVIATION, Las Animas, Colo.
VALLEY FLYERS, Glasgow, Mont.; R. S. Jondahl & C. D. Markle.
VALLEY FLYING SERVICE, INC., Harrisburg, Ore.
prop.; Waco, Cessna, Stinson; AO—NE Mont.; C-P.
VALPARAISO AERO CLUB, INC., Box 149, Valparaiso, Ind.
VAN-AIR SERVICE, 165 Smith St., Poughkeepsie, N. Y.
VAN-JENSEN FLYING SERVICE, Creighton, Neb.
VAN PELT FLYING SERVICE, 1814 Lucas Ave., Waukegan, Ill.
VANCE, LAMONT C., Ripley Airport, Ripley, N. Y.
VANCOUVER FLYING SERVICE, Pearson Airpark, Vancouver, Wash.
VANDALLA FLYING SERVICE, INC., Box 56, Vandalla, Ill.
VANDERKLOOT, W. J. & Co., 228 Manhattan Ave., Manhattan, N. Y.
VAN'S AIR SERVICE, INC., Box 227, St. Cloud, Minn.
VARNEY AIR INDUSTRIES, INC., Box 251, Willows, Calif.
VERDE AIR SERVICE, Box 216, Clemencen, Ariz.
VERMONT FLYING SERVICE, INC., Barre, Vt.
VEST AIRCRAFT & FINANCE CO., 4600 Dahlia St., Denver 16, Colo.
VETERAN'S CHARTER SERVICE, Box 1248, Thermopolis, Wyo.
VETERANS AIR SERVICE, Rt. 1, Box 1203, Grants Pass, Ore.
VIA AIR ST. CLAIR COUNTY AIRPORT, St. Clair County Airport, Port Huron, Mich.
VICK & EARHEART FLYING SERVICE, Cornelia Fort Airport, Nashville, Tenn.
VICKERS AIRCRAFT, Munic. Airport, Lubbock, Tex.; James J. Vickers, prop.
VICTOR AVIATION, INC., Box 504, Sherman, Tex.
VIKING AIRLINES, Hangar 3, Lockheed Air Terminal, Burbank, Calif.
VIRGIN ISLANDS AIRCRAFT, Box 734, Miami, Fla.; C-P.
VIRGINIA AERONAUTICAL CO., Box 268, Farmville, Va.
VIRGINIA AIRCRAFT SALES CO., Lester Airport, Martinsville, Va.
VIRGINIA AIRWAYS, INC., Box 752, Emporia Airport, Emporia, Va.
VIRGINIA-CAROLINA FLYING SERVICE, INC., Box 1388, Martinsville, Va.
VIRGINIA CUB DISTRIBUTORS, Box 909, Charlottesville, Va.
VOGEL FLYING SERVICE, La Salle, Ill.
VOLPE'S FLYING SERVICE, Box 28, Claremont, N. H.; Henry Volpe, pres.; Voyager, Super Cruiser, Ercoupe, 6 Cub trainers; AO—Eastern states & Canada; C-P.

VOSSLER FLYING SERVICE, Box 387, Porterville, Calif.

W

W&L AIRWAYS, Rutherford St., Wadensboro, N. C.
W&L FLYING SERVICE, Box 296, Kingsville, Tex.
W. T. D. FLYING SERVICE, Box 1028, McCamey, Tex.; M. Ochs & C. L. Eddleman, props.
WABASH FLYING SERVICE, Mt. Carmel, Ill.
WADE FLYING SERVICES, INC., Bowman Field, Louisville, Ky.
WADENA AIR SERVICE, Wadena, Minn.
WALKER AIRCRAFT, Box 225, Monterey, Calif.; Alton H. Walker, prop.
WALKER FLYING SERVICE, Box 41, Palacios, Tex.; R. T. Walker, prop.
WALLACE AIR SERVICE, INC., Box 2203, Spokane, Wash.
WALLACE AIRCRAFT CO. SEAPLANE BASE, 127 Ringling Blvd., Sarasota, Fla.
WALLY'S FLYING SERVICE, RFD Rte. 5, Bemidji, Minn.; Walter E. Zimmer, prop.
WALWORTH COUNTY AIRWAYS, INC., RFD No. 3, Elkhorn, Wis.
WAPELLO FLYING SERVICE, Wapello, Iowa.
WARD FLYING SERVICE, 406 N. 14th St., Murphysboro, Ill.
WARD FLYING SERVICE, RFD 4, Dexter, Mo.
WARREN BROS. FLYING SERVICE, Box 205, Roxboro, N. C.; Warren Bros. Flying Service, PA-12 (PA-12); AO—U. S.; C-P.
WARREN FLYING SERVICE, 2850 14 Mile Rd., Warren, Mich.
WARRENSBURG FLYING SERVICE, INC., Box 336, Warrensburg, Mo.
WASHINGTON AERONAUTICS CO., INC., Munic. Airport, Washington, Ind.
WASHINGTON FLYING SERVICE, Box 409, Washington, Ia.
WATERTOWN AIR SERVICE, Box 193, Watertown, Wis.
WATSON & TAYLOR FLYING SERVICE, Brewton, Ala.
WATSON FLYING SERVICE, 1089 6th St., Las Vegas, N. M.
WATUPPA SEAPLANE SCHOOL, Fall River Seaplane Base, Box 114, N. Westport, Mass.; P-I.
WAUPUN FLYING SERVICE, Box 24, Waupun, Wis.
WEAVERVILLE AIR SERVICE, Box 293, Weaver, Calif.
WEATHERLY CANEYBELL AIRCRAFT, Highland Park Airport, Rt. 7, Dallas, Tex.
WEBB AVIATION SERVICE, Box 1558, Munic. Airport, Pampa, Tex.; Roy A. Webb, Jr., pres.; T-50, Cessna 140 (Cessna 170); AO—Tex., Okla. N. M.; C-P.
WEBSTER AVIATION CO., INC., Box 92, Waukesha, Wis.
WEBSTER CITY FLYING SERVICE, Webster City Airport, Webster City, Ia.
WEGGERS AIRPLANE SEEDING & DUSTING CO., Rt. 1, Box 204, Woodland, Calif.
WEIKLE, LAYMAN, Parrish Court, Covington, Va.
WEIKLE WHEELER L., RFD 2, Box 341, Ronceterre, W. Va.
WEISS AIRPORT, Rt. 12, Box 140, Kirkwood 22, Mo.
WEISSE FLYING SERVICE, Box 491, Covington Airport, Covington, La.
WELBORN AIRCRAFT SALES CO., INC., Waynesboro, Ga.; A. W. Welborn, pres.; T-50, Cessna 140, Swift 125, Taylorcraft, J-3, 2 Super Cruisers; AO—mainly Southeast; P.
WELD AIRCRAFT, INC., Box 509, Greeley, Colo.
WELLES AIRCRAFT CORP., THE, Chemung County Airport, Elmira, N. Y.
WELLS SCHOOL OF AVIATION, INC., Munic. Airport, Hutchinson, Kan.; Roland O. Wells, pres.; AO—400-mi. radius; 2 single-engined planes; P-I/C.
WENATCHEE AIR SERVICE, INC., Box 1160, Wenatchee, Wash.
WERLE FLYING SERVICE, Werle Airport, Dunkirk, N. Y.
WERLING AIR SERVICE, Pittsburgh Butler Airport, Butler, Pa.
WERNER FLYING SERVICE, INC., Box 302, Tomahawk, Wis.
WEST-TEX AIRCRAFT, Rt. 3, Munic. Airport, Lubbock, Tex.
WEST AMERICAN AIRWAYS, INC., Ogden Munic. Airport, Box 1388, Ogden, Utah.
WEST BEND FLYING SERVICE, INC., Box 94, West Bend, Wis.
WEST CENTRAL AIRLINES, INC., Sterling Blvd., Houston, Tex.
WEST CHESTER AIRPORT, INC., R. D. 1, West Chester, Pa.
WEST LANE FLYING SERVICE, Box 1229, Stockton, Calif.
WEST MEMPHIS FLYING SERVICE, INC., Box 475, West Memphis, Ark.
WEST TEXAS FLYING SERVICE, Box 861, Midland, Tex.
WEST VIRGINIA AIR SERVICE, INC., Box 401, Clarksburg, W. Va.
WESTCHESTER AIRPORT, INC., Rte. 22, Armonk, N. Y.
WESTERN AIRCRAFT SALES, Hangar 1, Oakland Airport, Oakland, Calif.
WESTERN AVIATION, INC., Box 1415, Sterling, Colo.
WESTERN FLYING SERVICE, Box 745, Clovis, N. M.
WESTERN FLYING SERVICE, Box 391, Winner, S. D.
WESTERN MICHIGAN FLYING SERVICE, INC., Munic. Airport, Kalamazoo, Mich.
WESTERN SKYWAYS SERVICE, Portland-Troutdale Airport, Troutdale, Ore.; C-P.
WESTERN STATES FLYING SERVICE, Box 474, Reedsport, Ore.
WESTERN WASHINGTON AIRCRAFT, INC., Box 204, Bellingham, Wash.
WESTFIELD FLYING SERVICE, INC., Leckrone Field, Salem, Ill.
WESTHOPE FLYING SERVICE, Westhope, N. D.; William B. Shaffer, pres.; Aerona, Cubs, Cessnas; AO—local; C-P.
WHEATLEY FLYING SERVICE, W. C. 121 Main St., Clayton, N. M.
WHEELING SEAPLANE BASE, INC., Box 341, Wheeling, W. Va.
WHITE BEAR FLYING SERVICE, South St. Paul, Minn.; A. R. Metzger, prop.; Stinson, Cessna, Ercoupe; P.
WHITE FLYING SERVICE, Box 661, Brownwood, Tex.; Alva N. White, prop.; Cessna 120, Cessna 140, T-50 (Cessna 170); AO—U. S.; C-P.
WHITE FLYING SERVICE, 115 Berkshire, San Antonio, Tex.
WHITE FLYING SERVICE, E. B. 1418 West St., Emporia, Kan.; Ernan B. White, prop.
WHITE, ROBERT A., 1150 S. Main St., Lone Pine, Calif.
WHITEHEAD'S, INC., Morris Field P.O., Charlotte 6, N. C.
(Continued on page 71)

TABLE OF AIRLINE DISTANCES BETWEEN PRINCIPAL CITIES OF THE WORLD
(Distances in Statute Miles)

FROM	TO	Azores	Badkad	Berlin	Bombay	Buenos Aires	Cairo	Cape Town	Chicago	Guam	Honolulu	Juneau	London	Melbourne	Mexico City	New Orleans	New York	Panama	Paris	Rio de Janeiro	San Francisco	Santiago	Seattle	Singapore	Tokyo
Azores	3,906	2,148	5,930	5,385	3,325	5,470	3,305	5,985	7,421	4,715	1,562	12,190	4,584	3,718	2,694	3,918	1,617	4,312	5,114	5,718	4,720	8,338	7,370	
Badkad	3,906	.....	2,040	2,022	8,215	785	4,923	6,490	6,380	8,445	6,180	2,568	8,150	8,155	7,212	6,066	7,807	2,385	7,012	7,521	8,876	6,848	4,443	5,242
Berlin	2,148	.....	3,947	7,411	1,823	5,949	4,458	7,158	7,384	4,638	575	9,992	6,119	5,182	4,026	5,902	540	6,246	5,744	7,842	5,121	6,226	5,623	4,247
Bombay	5,930	2,022	3,947	.....	9,380	2,698	5,133	8,144	4,831	8,172	6,992	4,526	6,140	9,818	8,982	7,875	9,832	4,391	8,438	8,023	10,127	7,830	2,425	11,601
Buenos Aires	5,385	8,215	7,411	9,380	.....	7,428	4,332	5,598	10,516	7,653	7,944	6,919	7,336	4,609	4,902	5,295	3,319	6,891	1,250	6,487	781	6,956	9,940	11,601
Cairo	3,325	785	1,823	2,698	7,428	.....	4,476	6,231	7,175	8,925	6,352	2,318	8,720	7,807	6,862	5,701	7,230	2,020	6,242	7,654	8,100	6,916	5,152	6,905
Cape Town	3,305	4,923	5,949	5,133	4,332	4,476	.....	8,551	8,918	11,655	10,382	5,975	6,510	8,620	8,390	7,945	7,090	5,732	3,550	10,340	5,030	10,395	6,026	9,234
Chicago	5,985	6,490	4,458	8,144	5,598	6,231	8,551	.....	7,510	4,315	2,310	4,015	9,837	1,690	827	727	2,320	4,219	5,320	1,875	5,325	1,753	9,475	6,410
Guam	8,985	6,850	7,158	4,831	10,516	7,175	8,918	7,610	.....	3,896	5,225	7,605	3,497	7,690	7,895	8,116	9,220	7,675	11,710	5,952	9,946	5,785	2,990	1,596
Honolulu	7,421	8,443	7,384	8,172	7,653	8,925	11,655	4,315	3,896	.....	2,825	7,320	6,581	8,846	4,303	6,061	5,347	7,525	8,400	2,407	6,935	2,707	6,874	3,940
Juneau	4,715	6,180	4,638	6,992	7,964	6,352	10,382	2,310	5,225	2,825	.....	4,496	8,162	2,210	2,868	2,874	4,456	4,700	7,611	1,550	7,320	870	7,275	4,117
London	1,562	2,568	575	4,526	6,919	2,318	5,975	4,015	7,605	7,320	4,496	.....	10,590	5,606	4,456	3,900	5,310	210	5,747	5,440	7,275	4,850	6,318	6,050
Melbourne	12,190	8,150	9,992	6,140	7,336	8,720	6,510	9,837	3,497	5,581	8,162	10,590	.....	8,599	9,455	10,541	9,211	10,500	8,340	7,970	7,130	8,330	3,768	5,172
Mexico City	4,584	3,718	5,930	4,609	7,807	6,820	1,690	7,690	7,690	3,846	3,210	5,605	8,599	.....	940	2,110	1,532	5,800	4,810	1,870	4,122	2,339	10,485	7,190
New Orleans	3,718	2,694	7,411	8,982	4,902	6,862	8,390	827	7,895	4,986	2,860	4,856	9,455	940	.....	1,161	1,600	4,846	4,708	1,960	4,533	2,137	10,355	6,998
New York	2,694	6,066	4,026	7,875	5,295	5,701	7,845	727	8,115	6,051	2,874	3,500	10,441	2,110	1,161	.....	2,211	3,600	4,810	2,606	5,184	2,440	9,617	6,846
Panama	3,918	7,807	5,902	9,832	3,319	7,230	7,090	2,320	9,220	5,347	4,456	5,210	9,211	1,532	1,600	2,211	.....	5,440	3,311	3,349	3,000	3,650	11,800	8,560
Paris	1,617	2,385	540	4,391	2,020	5,762	4,219	7,676	7,625	4,700	210	18,000	5,800	4,846	4,846	3,800	5,440	.....	5,710	5,650	7,360	3,000	6,730	6,132
Rio de Janeiro	4,312	7,012	6,246	8,438	1,250	6,242	3,550	5,320	11,710	6,000	7,611	5,747	8,440	4,810	4,798	4,810	3,311	5,710	.....	6,655	1,852	6,945	9,876	11,600
San Francisco	5,114	7,521	5,744	8,323	6,487	7,554	10,340	1,875	5,962	2,407	1,530	5,440	7,970	1,870	1,960	2,696	3,349	6,850	6,655	.....	5,960	692	8,440	5,250
Santiago	5,718	8,876	7,842	10,127	731	8,100	5,080	5,325	9,946	6,936	7,820	7,276	7,130	4,122	4,653	5,184	3,000	7,360	1,852	9,960	.....	6,466	10,270	10,550
Seattle	4,720	6,848	5,121	7,830	6,956	6,916	10,395	1,753	5,785	2,707	870	4,850	8,580	2,239	2,137	2,440	3,650	5,000	6,945	692	6,466	.....	8,200	4,828
Singapore	8,338	4,443	6,225	2,425	9,940	5,182	6,025	9,475	2,990	6,874	7,875	6,818	3,768	10,486	10,265	9,617	11,800	6,730	9,875	8,440	10,270	8,200	.....	8,550
Tokyo	7,370	5,242	5,023	4,247	11,601	6,905	9,234	6,410	1,596	3,946	4,117	6,050	5,772	7,190	6,998	6,846	8,560	6,132	11,600	6,250	10,550	4,848	3,850	.....

FOREIGN AIRLINES OF THE WORLD

KEY TO SYMBOLS: AO—Area of Operations; C—Cargo; P—Passengers; X—No Information. Aircraft shown in parentheses indicate they are on order or in the process of modification.

AB AEROTRANSPOST, Nya Ulvsundavägen 193, Bromma, Stockholm 12, Sweden; Carl Florman, pres.; 15 DC-3s, 8 DC-4s, 3 C-47s (2 Stratocruisers, 10 SAAB Scandia); **AO—Europe, Near East, North and South America; C-P.**

ADEN AIRWAYS, Khormakser, Aden, Aden; H. de Graaf Hunter, mgr.; 7 DC-3s; **AO—Red Sea area, Nairobi, Cairo, Khartoum, India; C-P.**

AER LINGUS, 43 Up. O'Connell St., Dublin M. 8, Ireland; E. T. McCarron, Chm.; 13 DC-3s; **AO—Europe; C-P.**

AERO CARGO, Lyons, France; ? DC-3s, ? Haltona.

AERO GERAL, LTDA., Rua D. Manuel 20, Rio de Janeiro, Brazil; **AO—Brazil.**

AERO HELAS, Athens, Greece; ? DC-3s; **AO—Greece; C-P.**

AERO OY, Box 278, Helsinki, Finland; Gen. L. Grandell, mgr. dir.; 8 DC-3s, 2 JU-52s; **AO—Finland, Sweden, Denmark, Holland; P.**

AERO PORTUGUESA LDA., 120 Ave. da Liberdade, Lisbon, Portugal; Antonio de Medeiros e Almeida; DC-2, Lockheed 18; **AO—Portugal-Morocco; C-P.**

AERO SERVICES, 134 St. Paul St., Catherines, Ont., Canada; **AO—S. Ontario.**

AERO TRANSPORTO ECUATORIANI, C. A., Guayaquil, Ecuador; **AO—Ecuador; C-P.**

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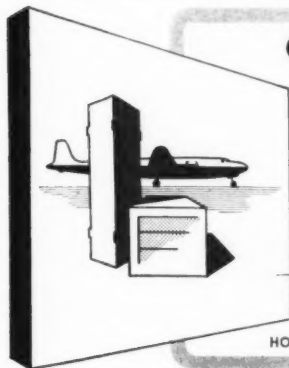
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CTSR—City Traffic-Sales Representative

DCSM—District Cargo Sales Manager

DFA—District Freight Agent

DM—District Manager

DSM—District Sales Manager

DSR—District Sales Representative

DTM—District Traffic Manager

DTSM—District Traffic-Sales Manager

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FA—Freight Agent

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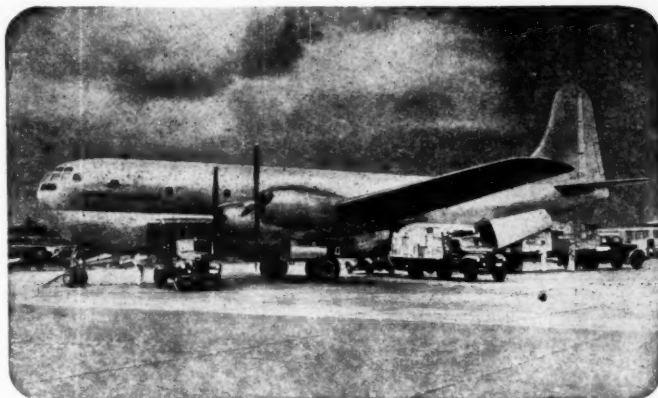
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Zone	First pound over 8 ounces	Additional pounds
Zone	8 ounces	pounds
1 and 2	Cents	Cents
1	65	4
2	60	8
3	65	14
4	70	24
5	75	33
6	75	45
7	80	65
8	80	65

Weight	Zone 1 and 2	Zone 3	Zone 4	Zone 5	Zone 6	Zone 7	Zone 8
Over 8 ounces to—							
1 pound	\$0.55	\$0.60	\$0.65	\$0.70	\$0.75	\$0.75	\$0.80
2 pounds	.59	.68	.79	.94	1.08	1.20	1.45
3 pounds	.63	.76	.93	1.18	1.41	1.65	2.10
4 pounds	.67	.84	1.07	1.43	1.74	2.10	2.75
5 pounds	.71	.92	1.21	1.66	2.07	2.55	3.40
6 pounds	.75	1.00	1.35	1.90	2.40	3.00	4.05
7 pounds	.79	1.08	1.49	2.14	2.73	3.45	4.70
8 pounds	.83	1.16	1.63	2.38	3.06	3.90	5.35
9 pounds	.87	1.24	1.77	2.62	3.39	4.35	6.00
10 pounds	.91	1.32	1.91	2.86	3.72	4.80	6.65
11 pounds	.95	1.40	2.05	3.10	4.05	5.25	7.30
12 pounds	.99	1.48	2.19	3.34	4.38	5.70	7.95
13 pounds	1.03	1.56	2.33	3.58	4.71	6.15	8.60
14 pounds	1.07	1.64	2.47	3.82	5.04	6.60	9.25
15 pounds	1.11	1.72	2.61	4.06	5.37	7.05	9.90
16 pounds	1.15	1.80	2.75	4.30	5.70	7.50	10.55
17 pounds	1.19	1.88	2.89	4.54	6.03	7.95	11.20
18 pounds	1.23	1.96	3.03	4.78	6.36	8.40	11.85
19 pounds	1.27	2.04	3.17	5.02	6.69	8.85	12.50
20 pounds	1.31	2.12	3.31	5.26	7.02	9.30	13.15
21 pounds	1.35	2.20	3.45	5.50	7.35	9.75	13.80
22 pounds	1.39	2.28	3.59	5.74	7.68	10.20	14.45
23 pounds	1.43	2.36	3.73	5.98	8.01	10.65	15.10
24 pounds	1.47	2.44	3.87	6.22	8.34	11.10	15.75
25 pounds	1.51	2.52	4.01	6.46	8.67	11.55	16.40
26 pounds	1.55	2.60	4.15	6.70	9.00	12.00	17.05
27 pounds	1.59	2.68	4.29	6.94	9.33	12.45	17.70
28 pounds	1.63	2.76	4.43	7.18	9.66	12.90	18.35
29 pounds	1.67	2.84	4.57	7.42	9.99	13.35	19.00
30 pounds	1.71	2.92	4.71	7.66	10.32	13.80	19.65
31 pounds	1.75	3.00	4.85	7.90	10.65	14.25	20.30
32 pounds	1.79	3.08	4.99	8.14	10.98	14.70	20.95
33 pounds	1.83	3.16	5.13	8.38	11.31	15.15	21.60
34 pounds	1.87	3.24	5.27	8.62	11.64	15.60	22.25
35 pounds	1.91	3.32	5.41	8.86	11.97	16.05	22.90
36 pounds	1.95	3.40	5.55	9.10	12.30	16.50	23.55
37 pounds	1.99	3.48	5.69	9.34	12.63	16.95	24.20
38 pounds	2.03	3.56	5.83	9.58	12.96	17.40	24.85
39 pounds	2.07	3.64	5.97	9.82	13.29	17.85	25.50
40 pounds	2.11	3.72	6.11	10.06	13.62	18.30	26.15
41 pounds	2.15	3.80	6.25	10.30	13.95	18.75	26.80
42 pounds	2.19	3.88	6.39	10.54	14.28	19.20	27.45
43 pounds	2.23	3.96	6.53	10.78	14.61	19.65	28.10
44 pounds	2.27	4.04	6.67	11.02	14.94	20.10	28.75
45 pounds	2.31	4.12	6.81	11.26	15.27	20.55	29.40
46 pounds	2.35	4.20	6.95	11.50	15.60	21.00	30.05
47 pounds	2.39	4.28	7.09	11.74	15.93	21.45	30.70
48 pounds	2.43	4.36	7.23	11.98	16.26	21.90	31.35
49 pounds	2.47	4.44	7.37	12.22	16.59	22.35	32.00
50 pounds	2.51	4.52	7.51	12.46	16.92	22.80	32.65
51 pounds	2.55	4.60	7.65	12.70	17.25	23.25	33.30
52 pounds	2.59	4.68	7.79	12.94	17.58	23.70	33.95
53 pounds	2.63	4.76	7.93	13.18	17.91	24.15	34.60
54 pounds	2.67	4.84	8.07	13.42	18.24	24.60	35.25
55 pounds	2.71	4.92	8.21	13.66	18.57	25.05	35.90
56 pounds	2.75	5.00	8.35	13.90	18.90	25.50	36.55
57 pounds	2.79	5.08	8.49	14.14	19.23	25.95	37.20
58 pounds	2.83	5.16	8.63	14.38	19.56	26.40	37.85
59 pounds	2.87	5.24	8.77	14.62	19.89	26.85	38.50
60 pounds	2.91	5.32	8.91	14.86	20.22	27.30	39.15
61 pounds	2.95	5.40	9.05	15.10	20.55	27.75	39.80
62 pounds	2.99	5.48	9.19	15.34	20.88	28.20	40.45
63 pounds	3.03	5.56	9.33	15.58	21.21	28.65	41.10
64 pounds	3.07	5.64	9.47	15.82	21.54	29.10	41.75
65 pounds	3.11	5.72	9.61	16.06	21.87	29.55	42.40
66 pounds	3.15	5.80	9.75	16.30	22.20	30.00	43.05
67 pounds	3.19	5.88	9.89	16.54	22.53	30.45	43.70
68 pounds	3.23	5.96	10.03	16.78	22.86	30.90	44.35
69 pounds	3.27	6.04	10.17	17.02	23.19	31.35	45.00
70 pounds	3.31	6.12	10.31	17.26	23.52	31.80	45.65

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Amarillo, Tex.—Herring Hotel Lobby; 2-5526; Glenn L. Hall, DSM.
Athens, Greece—Constitution Square; 20-662; J. M. Davenport, DSM.
Baltimore, Md.—Fayette & Calvert Sts.; Plaza 732; Lloyd Berry, CSM.
Basra, Iraq—Shat Al Arab Hotel; 06330; A. J. Krueger, DSM.
Beverly Hills, Calif.—Los Angeles Airport; Orchard 7-7111, Oregon 8-2131; E. L. Morley, R.
Bombay, India—"Adelphi"; 3 Queens Road; 35041-42; N. C. Thompson, DSM.
Boston, Mass.—44 School St.; LaFayette 3019; J. H. deRevere, DSM.
Boulder City, Nev.—Boulder City Airport; 20; W. E. Baker, SNM.
Buffalo, N. Y.—Buffalo Municipal Airport; Cleveland 5200; c/o Capital Airlines.
Burbank, Calif.—Lockheed Air Terminal; Chelton 6-3125, Stanley 7-1531; Paul W. Furst, SNM.
Cairo, Egypt—55 Ibrahim Pasha; 51616; G. J. Craden, DSM.
Calcutta, India—c/o Air India, Great Eastern Hotel; West 907; R. G. Peters, DSM.
Chicago, Ill.—37 South Wabash; DEarborn 2-7600; J. N. Martin, DSM.
Cincinnati, O.—304 Traction Bldg.; Parkway 1980; Frank McGough, DM.
Cleveland, O.—540 Union Commerce Bldg.; Superior 2700; Charles R. Mathews, Jr., DSM.
Columbus, O.—16 South 3rd St.; Main 7806; P. D. Strahm, DSM.
Dayton, Ohio—131 North Ludlow St.; HEmlack 4051; Gordon R. Hanes, DSM.
Denver, Colo.—823 17th St.; TABor 5106; W. H. Fritz, DSM.
Detroit, Mich.—234 State St.; Woodward 2-6107; W. L. Armstrong, DSM.
Dhahran, Saudi Arabia—Dhahran Airport; Army 12; W. C. Kelley, DSM.
Dublin, Eire—44 Upper O'Connell St.; Dublin 75651/2/3; Liam Boyd, DSM.
Easton, Pa.—Broad & Sansom Sts.; Rittenhouse 6-5330; M. D. Nason, Jr., DSM.
Evansville, Ill.—37 South Wabash; DEarborn 2-7600; J. N. Martin, DSM.
Ft. Wayne, Ind.—Baer Field; HARRISON 2204; E. E. Kelsey, SNM.
Fresno, Calif.—1257 Broadway at Merced St.; 2-6374; Parks E. Gilmore, DSM.
Geneva, Switzerland—Case Postale, Mont Blanc; 2-0590; W. T. Leslie, DSM.
Grand Canyon, Ariz.—Valle Airport; Williams, Ariz.; Grand Canyon 8; Alfred D. Olds, R.
Hannibal, Mo.—Quincy Municipal Airport; Enterprise 3366; L. J. Woodward, R.
Harrisburg, Pa.—Harrisburg State

Airport, New Cumberland, Pa.; Harrisburg 4-3136; W. W. Sponsler, DSM.
Hollywood, Calif.—6201 Sunset Blvd.; Hollywood 2123; Paul Duggan, CSS.
Houston, Tex.—202 Esperson Bldg.; Charter 6504; C. D. Whitmire, JR., DSM.
Huntington Park, Calif.—Los Angeles Airport, Los Angeles, Michigan 8141; E. P. Bartow, R.
Indianapolis, Ind.—6 East Market St.; Market 4125; Robert Kailron, DM.
Jerusalem, Israel—3, Princess Mary Avenue; 4855; Rachel Marash, R.
Johnstown, Pa.—Johnstown Airport; 119 WZ, 1-1930; Harry Sigmund, R.
Kansas City, Mo.—101 West 11th St.; Harrison 4664; John W. Bailey, DSM.
Lancaster, Pa.—Lancaster Municipal Airport; 3-3867; S. W. Chambers, SNM.
Las Vegas, Nev.—McCarran Field, Box 1270; Las Vegas 1109; C. E. Duffy, SNM.
Lisbon, Portugal—15 Avenida Antonio Augusto de Aguiar 10, Dto.; 53151/2; Jose Cabral, DSM.
London, England—105 Regent St.; Regent 3211; C. L. Yates, DSM.
Long Beach, Calif.—Wilton Hotel; Zenith 8881; W. B. McIntyre, R.
Los Angeles, Calif.—620 West 6th St.; Michigan 9441; F. Donant, DM.
Louisville, Ky.—Fourth Ave. & Broadway; CLay 5321; Howard Goodrich, Jr., DSM.
Madras, India—3 Mount Road; 84166; M. Venkataraman, CTM.
Madrid, Spain—Ave. Jose Antonio 68; 21-04-84, 31-83-04; F. E. Howell, DSM.
Mansfield, O.—Mansfield Airport; 5881-6; Thomas A. Ansel, SNM.
Mexico City, Mex.—Paseo de Reforma No. 1; 10.27.16, 35.69.35; W. H. Hottel, DSM.
Miami, Fla.—1236 Alfred I. duPont Bldg.; Miami 3-1917; D. A. O'Connor, DSM.
Milan, Italy—Via Verdi No. 2; 81.984, 81-791, 81.939; Giuseppe Macri, CTM.
Minneapolis, Minn.—133 Northwestern Bank Bldg.; GENEva 8634; Claude E. League, DSM.
New York, N. Y.—60 East 42nd St.; Lexington 2-7100; W. W. Coyle, DSM.
Newark, N. J.—15 Commerce St.; Market 2-3380; W. J. Cotter, CSM.
Oakland, Calif.—436 17th St.; Twin Oaks 3-0234; H. T. Fyfe, CSM.
Paris, France—101 Avenue des Champs Elysees; BALzac 1511; J. S. Winchell, DSM.
Pasadena, Calif.—Constance Hotel; Zenith 8881; F. W. Benson, R.
Peoria, Ill.—361 South Adams St.; 3-4854; John S. Powell, DSM.
Philadelphia, Pa.—Broad & Sansom Sts.; Rittenhouse 6-5330; M. D. Nason, Jr., DSM.
Phoenix, Ariz.—30 East Adams St.; 4-7164; J. D. Inderlieden, DSM.
Pittsburgh, Pa.—1178 Union Trust Bldg.; GRant 3150; L. F. Koester, DSM.
Prescott, Ariz.—Prescott Municipal Airport; Prescott 252; R. H. Word, SNM.
Quincy, Ill.—Quincy Municipal Airport; 3666; L. J. Woodward, R.
Reading, Pa.—Reading Municipal Airport; Reading 7353; Paul Detweiler, R.
Richmond, Ind.—Municipal Airport; 9-5121; Kenneth W. Hart, SNM.
Rome, Italy—59-61 Via Barberini; 42056; Carlo G. Bellero, DSM.
St. Louis, Mo.—1617 Olive St.; GARfield 0958; J. Chesley Stewart, DSM.
St. Paul, Minn.—133 Northwestern Bank Bldg.; Minneapolis 2; GENEva 8634; Claude E. League, DSM.
San Diego, Calif.—1122 Fourth Ave.; Franklin 0131; J. R. Frazier, DSM.
San Francisco, Calif.—240 Stockton St.; EXbrook 2-2711; Pierre G. Desautels, DSM.
Schenectady, N. Y.—Albany Municipal Airport, Watervliet, N. Y.; Albany 2-3307; Glenn Wise, CSM.
Scranton, Pa.—Scranton-Wilkes-Barre Airport, Avoca, Pa.; MOORE 1680; James M. Wulpi, DSM.
South Bend, Ind.—Bendix Field; 2-1414; H. W. Oesch, SNM.

Springfield, O.—Springfield Municipal Airport; 3-9901; C. F. Reedy, SNM.
Tel-Aviv, Israel—3, Achuzat Bait St.; 5758; B. Smith, TM.
Terre Haute, Ind.—Hulman Field; Crawford 1317; W. R. Clarke, SNM.
Toledo, O.—136 Huron St.; Garfield 3443; Lee Day, DSM.
Topeka, Kan.—Topeka Municipal Airport; 3-4148; M. J. Chaudhri, SNM.
Troy, N. Y.—Albany Municipal Airport, Watervliet, N. Y.; Albany 2-3307; Glenn Wise, CSM.
Tunis, Tunisia—El Aouina Airport; 7547; Robert Everett, SNM.
Washington, D. C.—1028 17th St., N. W.; REpublic 5414; John P. Brock, DSM.
Wheeling, W. Va.—Ohio County Airport; 6072; John Keeper, SNM.
Wichita, Kan.—204 South Broadway; 5-9613; H. A. Stanchi, DSM.
Wilkes-Barre, Pa.—Scranton-Wilkes-Barre Airport, Avoca, Pa.; Moosic 1650; James M. Wulpi, DSM.
Williamsport, Pa.—Williamsport Municipal Airport, Moutonsville, Pa.; 8683; James B. Fennell, SNM.
Wilmington, Del.—Broad & Sansom Sts., Philadelphia 10, Pa.; Rittenhouse 6-5330; M. D. Nason, Jr., DSM.
Winslow, Ariz.—Winslow Airport; 656; E. C. Twing, SNM.
Worcester, Mass.—Municipal Airport; Enterprise 6019; Dave LeBlanc, R.
Zanesville, O.—Zanesville Airport; 48F1; Donald C. Logan, SNM.
Zurich, Switzerland—66 Talstrasse; 27-34-15; R. P. Spater, CTM.

U. S. AIRLINES

Address: Atlanta Municipal Airport, Atlanta, Ga.
Phone: Calhoun 8843.
Executive Vice President: Ralph W. Starkey.
Chief of Operations: Ray Klotz.
Cargo Office:
 Miami, Fla.—82 N. E. 26th St.; 37401; Joseph Thomas, RTM.
 New York, N. Y.—153 W. 33rd St.; La Guardia 4-1325; James R. Cason, Jr., RTM.

UNITED AIR LINES

Address: 5959 S. Cicero Avenue, Chicago 38, Ill.
Phone: Portsmouth 7-3300, Exts. 515, 516, 631.
Cable Address: UALAIR.
Manager of Cargo Sales: M. P. Bickley.
Staff Supt. of Air Express: E. L. Dare.
R. L. Mangold.
Cargo Offices:
Akron, O.—261 So. Main St., Mayflower Hotel; Hemlock 2111; DTSM.
Baltimore, Md.—Lobby, Lord Baltimore Hotel; Riverside 2551; DTSM.
Boise, Idaho—Hotel Boise; 7700; DTSM.
Boston 16, Mass.—46 Providence St., Statler Hotel (Lobby); Hancock 6-9500; DTSM.
Chicago, Ill.—Monroe & Wabash; Franklin 2-4900; A. W. Flinn, DCSR.
Cleveland, O.—1276 Euclid Ave.; Main 2170; N. M. Nelson, DCSR.
Denver, Colo.—Brown Palace Hotel; Denver 1501; DTSM.
Des Moines, Iowa—411-A Sixth Ave.; 2-0451; DTSM.
Detroit, Mich.—1243 Washington Blvd.; Woodward 2-5330; B. C. Koenitzer, DCSR.
Fort Wayne, Ind.—Van Orman Hotel; R-2153; DTSM.
Fresno, Calif.—Californian Hotel; 5-0461; DTSM.
Hartford, Conn.—Lobby, Bond Hotel; 2-1187.
Hollywood, Calif.—1634 N. Vine St.; Madison 6-6311; DTSM.
Honolulu, T. H.—173 S. Queen St., Dillingham Bldg.; 8-6491; 1-TSM.
London, England—17-19 Cockspar St.; Whitehall 1163.
Long Beach, Calif.—Wilton Hotel; 48501; DTSM.
Los Angeles, Calif.—Sixth & Olive Sts.; Madison 6-6311; W. B. Frank, DCSR.
Milwaukee, Wis.—605 N. Plankinton Ave.; Humboldt 3-4000; DTSM.
Moline, Ill.—Le Claire Hotel; 393; DTSM.

Newark, N. J.—13 Commerce St.; Market 2-1122 & 3-6207; E. T. Carlin, DCSR.
New York, N. Y.—80 E. 42nd St.; Murray Hill 2-7300; G. W. Evers, DCSR.
Oakland, Calif.—1940 Broadway; Twin Oaks 3-7090; A. A. Cameron, DCSR.
Omaha, Neb.—1706 Douglas St.; Webster 6700; DTSM.
Philadelphia, Pa.—1620 Walnut St.; Kingsley 6-1700; E. R. Carnahan, DCSR.
Portland, Ore.—625 S. W. Morrison St.; Webster 7741; DTSM.
Providence, R. I.—Lobby, Sheraton-Biltmore Hotel; Union 6800; DTSM.
Reno, Nevada—Hotel Riverside Bldg.; 2-5437; DTSM.
Sacramento, Cal.—Hotel Senator; 6-4755; DTSM.
Salt Lake City, Utah—Hotel Utah; 3-6716; DTSM.
San Diego, Calif.—U. S. Grant Hotel; Woodcrest 3121; DTSM.
San Francisco, Calif.—400 Post St.; Yukon 6-0818; J. W. Denny, DCSR.
Seattle, Wash.—1225 4th Ave.; Elliot 3700; W. J. Hartland, DCSR.
Spokane, Wash.—734 Sprague Ave.; Riverside 6066; DTSM.
Springfield, Mass.—Hotel Kimball; 7-3567; DTSM.
Tacoma, Wash.—Winthrop Hotel; Main 3151, Ext. 9990; DTSM.
Toledo, O.—507 Jefferson Ave.; Garfield 3041; DTSM.
Vancouver, B. C.—Hotel Georgia Bldg.; Marine 5353; DTSM.
Washington, D. C.—Statler Hotel; Republic 5656; DTSM.
Youngstown, O.—Pick-Ohio Hotel; Girard 5-5461; DTSM.

WESTERN AIR LINES

Address: 6660 Avion Drive, Los Angeles 45, Calif.
Phone: Oregon 8-2531, Exts. 235, 335.
Cargo Traffic Manager: Arthur C. Smith.
Director of Cargo & Ramp Service: T. L. Runner.

UNITED STATES IRREGULAR AIR CARRIERS—Continued from page 53

WICHITA FALLS AIR TRANSPORT CO., Box 809, Wichita Falls, Tex.
WIK'S AIR SERVICE, INC., 241 N. Shaver St., Portland 12, Ore.
WILKS FLYING SERVICE, Fayetteville, Tenn.; Clyde W. Wilks, pres.; PA-12, Voyager; AO—U. S.; C-P.
WILLAMETTE AIRPARK BEV'S FLYING SERVICE, Box 843, Eugene, Ore.
WILLETT FLYING SERVICE, GUS, Box 41, Brookfield, Mass.; Gus Willett, prop.; Cessna 140, Navion, J-3; AO—U. S., Canada; C-P-S-I.
WILLIAMS AIRCRAFT, 427 Patton, San Antonio 7, Tex., O. K. Williams, Prop.
WILLIAMS FLYING SCHOOL, INC., Box 1955, Phoenix, Ariz.
WILLIS FLYING SERVICE, Box 430, Little Rock, Ark.
WILLIAMSON AIR SERVICE, Stapleton Airfield, Denver, Colo.
WILLIS AIR SERVICE, INC., Teterboro Air Terminal, Teterboro, N. J.; Charles E. Willis, Jr., pres.; C-34, 3 DC-3; AO—Boston, Chicago, Cleveland, Des Moines, Indianapolis, Los Angeles, Miami, Milwaukee, Newark, New Bedford, N. Y., Philadelphia, Providence, San Francisco, Sarasota, Wash., D. C., Tampa; C.
WILLIS, ASA, Munic. Airport, Shreveport, La.
WILLIS AVIATION CO., Munic. Airport, Brownwood, Tex.; Harvey T. Furry, pres.; Voyager, Bonanza, Cub Cruiser (Station Wagon); AO—local; C-P.
WILSON CHARTER SERVICE, 438 N. Grandview Ave., Daytona Beach, Fla.
WILSON FIELD, INC., Rte. 3, Box 146A, Wichita, Kan.
WILSON FLYING SERVICE, INC., Box 1529, Pocatello, Ida.; E. M. Wilson, pres.; 2 Cessna 170s, 4 Aerona 7ACs, Luscombe 8E, Cessna 130, BT-13; C-P.
WILSON FLYING SERVICE, 813 N. Mulberry St., Dexter, Mo.
WIN AIR SERVICE CO., INC., Hancock Field, Syracuse 8, N. Y.
WINDHAM AIRWAYS, INC., Windham Airport, Willimantic, Conn.
WINDLE AVIATION CO., Milbury, Mass.; W. W. Windle, pres.; Cessna 140, Stinson 165; AO—New England; C-P.
WINGED HEART FLYING SERVICE, Box 476, Effingham, Ill.
WINGS, INC., Wings Field, Amherst, Pa.
WINGS SERVICE, INC., Wood Co. Airport, P. O. Box 1878, Parkersburg, W. Va.
WINSLOW FLYING SERVICE, 310 W. 4th St., Winslow, Ariz.
WINTER FLYING SERVICE, Kanarado, Kan.
WISCONSIN VALLEY AIRPORT, INC., Box 323, Wausau, Wis.
WISNER AERONAUTICS, Warner Field, Minnola, Tex.
WITCHER FLYING SERVICE, Box 323, Georgetown, S. C.; P. R. Witcher, pres.; Super Cruiser; AO—X; P.
WITT, ALTON C., Box 75, Lake City, Fla.
WITTERS FLYING SERVICE CO., Munic. Airport, Box 268, Renton, Wash.
WITTMAN, S. J., Winnebago Co. Airport, Oshkosh, Wis.
WOLVERINE AIR SERVICE, Comstock Park, Mich.
WOODBURY AIRPORT, INC., Mantua Pike, Woodbury, N. J.

WOODRUM FLYING SERVICE, INC., Woodring Field, Enid Munic. Airport, Enid, Okla.; Vega, Stinson 150, BT-13, Bonanza, 2 Cessna 120s, 2 Cessna 140s (Cessna 170); AO—U. S., mainly Okla.; P-I.
WOOD RIVER FLYING SERVICE, Box 368, Hailey, Ida.; Robert E. Savaria, pres.; Waco YKS, Aerona 11AC; AO—U. S.; C-P.
WOODRUM FLYING SERVICE, Woodrum Field, Box 1066, Roanoke, Va.
WOODS, W. M., 4804 Bond St., Boise, Ida.
WORLAND FLYING SERVICE, Box 682, Worland, Wyo.
WORLD AIRWAYS, INC., 122 E. 42nd St., N. Y.
WORSHAM FLYING SERVICE, Taft, Tex.; W. J. Worsham, pres.; Navion, Cessna 140; AO—U. S.; C-P.
WORTH, JOHN RAYMOND, Olive St., Florence, N. J.
WRIGHT AERO AGRICULTURE CO., INC., Box 257, Clio, S. C.
WRIGHT AIRCRAFT CO., West Palm Beach, Fla.; Johnson Wright, pres.; Twin-Cessna, Bellanca, Seabee; AO—U. S., Bahamas, Cuba; C-P.
WYOMING AIR SERVICE, Box 662, Rock Springs, Wyo.
WYOMING FLYING SERVICE, INC., Box 14, Evansville, Wyo.
WYOMING SKYWAYS, INC., Box 219, Munic. Airport, Cheyenne, Wyo.; Lyle R. Rosendahl, pres.; 2 Cessna 170s, 2 Cessna 140s; AO—U. S.; C-P.
WYOMING WESTERN AIRWAYS, Evanston or Kemmerer, Wyo.; Lawrence R. Modula, pres.; Cruiser, BT-13 (Twin Cessna); AO—U. S.; C-P-S.

X

XENIA AVIATION CO., Port Xenia, Xenia, O.

Y

YADKIN VALLEY FLYING SERVICE, INC., Box 646, N. Wilkesboro, N. C.
YANKEE AIRWAYS, Box 868, Portsmouth Munic. Airport, Portsmouth, N. H.
YANNITELL DONATO, JR., Garrison-on-Hudson, N. Y.
YANZ AIR SERVICE, Rt. 2, Box 4A, Mason City, Minn.
YELLOWSTONE SCENIC AIRWAYS, Box 902, Livingston, Mont.; Livingston Tracy, pres.; AO—U. S.; 9 small planes (1 small plane); C-P-S-I.
YINGLING AIRCRAFT, INC., Munic. Airport, Wichita, Kan.
YONGE FLYING SERVICE, LAURIE, Munic. Airport No. 1, Jacksonville, Fla.
YORKTOWN FLYING SERVICE, Yorktown Airport, Yorktown, Ind.
YOUNG AIR SERVICE, Box 101, Fort Bragg, Calif.
YOUNGSTOWN AIRWAYS, INC., Munic. Airport, Youngstown, O.

Z

ZANTOP FLYING SERVICE, Reynolds Field, Jackson, Mich.
ZIA AIRWAYS, Box 1508, Taos, N. M.; Robert J. Lukas, prop.
ZIONER FLYING SERVICE, INC., P. O. Box 877, Jennings, La.
ZIMMERLY AIR TRANSPORT, Box 288, Lewiston, Ida.; Bert Zimmerly, prop.; Travelair, Voyager, 2 Airmasters, 2 Cubs, 3 Cessna 140s (Voyager, Cessna 170); AO—U. S. & territories, Canada, Mexico; C-P.
ZIMMERMAN, LAMONT H., 215 S. 3rd St., Lehighton, Pa.

MINIMUM DOCUMENTARY

(Subject to Change)

COUNTRY OF IMPORT	Commercial Invoice	Customs Invoice	Consular Invoice	Certificate of Origin	Sanitary Certificate	Certificate of Inspection	COUNTRY OF IMPORT	Commercial Invoice	Customs Invoice	Consular Invoice	Certificate of Origin	Sanitary Certificate	Certificate of Inspection
ALGERIA.....	2						IRAN.....	2GG			1		
ARGENTINA.....	3TT		A	4A	1B	1UU	IRAQ.....	2J					
AUSTRALIA.....		3C					IRELAND (NORTH)...	2		3RR			
BELGIUM.....	2			2D	1E		ISRAEL.....	3J					
BRAZIL.....	2F		G		2I	2H	ITALY.....	3		3EE			
BURMA.....	2						JAPAN.....	2		AA			
CAMEROONS (BR.)...	2J						JAVA.....	2					
CAMEROONS (FR.)...	2						KENYA.....	J					
CANADA.....		3K			2L	2M	LEBANON.....	3OO		3W			
CANTON ISLANDS...	2						LIBYA.....	2					
CEYLON.....	2			3N			MEXICO.....	3			1BB		
CHILE.....	2P						NETHERLANDS.....	3		3CC			
CHINA.....	2		3O				NEW ZEALAND.....	3EE					
CUBA.....	2			1Q			NIGERIA.....	2J					
CYPRUS.....	2			1R			NORWAY.....	2			FF		
CZECHOSLOVAKIA...	2						PAKISTAN.....	4GG					
DENMARK.....	2						PHILIPPINES.....	HH					
EGYPT.....	3			3	1S		POLAND.....	4			II		
EIRE.....	2		2Y	R			PORTUGAL (incl. col.)...	1	3JJ	2DD			
ERITREA.....	3						SAUDI ARABIA.....	2					
ETHIOPIA.....	1				1T		SPAIN.....	1		4KK			
FINLAND.....	2			2			SWEDEN.....	2			1LL		
FRANCE.....	3		3U				SWITZERLAND.....			BB	1MM	2NN	
FRENCHINDO-CHINA	2						SYRIA.....	3OO		3OO			
GERMANY.....	2						TUNISIA.....	2	3U				
GOLD COAST.....	2						TURKEY.....	4	J	3J			
GREECE.....	2			3	1V		UNION OF S. AFRICA...	3PP					1QQ
HUNGARY.....	4			2W			UNITED KINGDOM...	2		3RR			
ICELAND.....	2						UNITED STATES.....	2SS	4P				
INDIA.....	4OO				1X		YUGOSLAVIA.....	2					

REQUIREMENTS AT A GLANCE

(Without Notice)

^A Combined Consular Invoice and Certificate of Origin, special form. Required on shipments consigned to business houses or merchants and valued over approximately \$125. Not required on shipments to private individuals. Visaed by consul or Chamber of Commerce.

^B Required for livestock, plants and seeds, fruit, vegetables, grain and certain other foodstuffs.

^C Special form of customs invoice and declaration of value available from commercial stationers. Details may be prepared on shipper's letterhead stationery. Signed by competent witness.

^D Not required on direct shipments to Belgo-Luxembourg Economic Union. Required from country of origin on indirect shipments of certain products when transshipped in a European country. When necessary, prescribed wording may be inscribed on face or reverse of commercial invoice.

^E Required when shipment contains edible items, including canned foods.

^F Indicate number and kind of packages, serial numbers, quantity, description, net weight, unit price, origin, import license, signature of shipper.

^G Optional. Airwaybill in detail reflecting description, quantities, value of each package, net, legal and gross weight may be accepted in lieu thereof. NOTE: 1 copy of import license, if required, must accompany shipment. If not required, airwaybill must show the following: "Shipper states import license not required."

^H Required on shipments of used industrial machinery and equipment.

^I Required on a number of commodities and products.

^J Special form required may be obtained from commercial stationers.

^K No firm invoice is required but special commercial invoices known as Canadian Forms MA or NA must be prepared in 3 copies, original and first copy for consignee. Form MA used for goods sold prior to shipment and Form NA for goods shipped on consignment. Form NA must be notarized.

^L Certificate of Disinfection required for all containers used for the transportation of poultry and livestock, either new or used.

^M Certificate of Quality required for all shipments of preserved fruits, vegetables, tomato products, jams and marmalades.

^N Special form required on textiles.

^O Required on shipments valued over \$200, visaed by consul.

^P If shipment valued over \$100, must be visaed by consul, if located at point of shipment.

^Q Required with shipments containing Essential Oils.

^R Required on all imports of non-British cotton, silk or rayon piece goods.

^S Required on shaving brushes and bristles.

^T Required to accompany shipments of used clothing, blankets and similar articles.

^U Combined Consular Invoice—Certificate of Origin, required for shipment valued over 100,000 French francs.

^V Required on shipments of live animals, fresh and frozen meat, fresh fruits and vegetables.

^W Must be legalized by the Consul.

^X Required for imports of unmanufactured tobacco.

^Y Special Irish form available from commercial stationers—not required on gift shipments.

^Z Required for all shipments valued over \$20, must be certified by Chamber of Commerce and visaed by Italian consul.

^{AA} Special form required for certain commodities.

^{AB} Required on shipments of seeds, live animals and livestock.

^{AC} Required on certain commodities.

^{AD} Required on shipments originating in countries other than U. S.

^{AE} New Zealand standard form. Requires special statement of value.

^{AF} Special regulations on certain types of shipments and containers.

^{AG} Must contain statement as to country of origin and signed by shipper.

^{AH} Special documentary requirements dependent upon value of shipment.

^{AI} Required on shipments of animals or animal products, fresh fruits and vegetables.

^{AJ} Required on shipments valued over \$24.75.

^{AK} Special form obtained from Spanish consul or commercial stationers.

^{AL} Required for shipments of meat, meat products and plants.

^{AM} Required on shipments of fresh fruits, trees, shrubs, plants, shoots and cuttings. Obtainable from appropriate Governmental agricultural authorities.

^{AN} 2 Copies required on shipments of meat products, certifying the meat to be sanitary and prepared from disease-free animals. May be obtained from Agriculture Department or veterinary inspector at origin.

^{AO} Must be legalized by a Chamber of Commerce and visaed by consul.

^{AP} Special combined invoice and declaration of value required.

^{AQ} Required on shipments of bacon, ham, sausage casings and lard.

^{AR} Required on shipments of meat and meat products.

^{AS} Similar supporting document, stating value, must accompany all shipments.

^{AT} Must contain following declaration in Spanish: "Declaro bajo juramento que todos los datos que contiene esta factura son el fiel reflejo de la verdad y que los precios indicados son los realmente pagados (o a pagarse). Declaro en igual forma que no existen convenios que permitan alteraciones de estos precios."

^U A disinfection certificate must accompany all shipments containing clothing of all kinds and used bed or table linen, prepared by competent authority and legalized by consul. Package should indicate certificate enclosed.

(Based on a style prepared by TWA.)

NEW COMPLETING THE SHIPPER'S EXPORT DECLARATION (Form 752S-V)

*Use Ink or
Typewriter*

*Prepare in
Triplicate*

Name and address of actual shipper (licensee in all cases).

Leave this area blank.

If shipper prepares form and no forwarding agent is involved in shipment, leave this space blank. -- If form is prepared and/or declaration (line 1b) signed by forwarding agent on behalf of shipper, name and address of forwarding agent should be inserted here.

Full name and address of ultimate consignee.

Name and address of any intermediate consignee such as a bank, agent, etc. If no intermediate consignee is involved, insert "NONE."

*Indicate manifest destination, if known, when shipment is destined to any country except Canada or Mexico. Insertion will be made by carrier when required, if not known to shipper.

Any marks and numbers other than the Air Waybill number appearing on the package should be given, if no marks, insert "ADDRESS."

Indicate number and kind of boxes or other containers, and describe merchandise contained in each in sufficient detail to permit proper classification of items - do not use general terms such as "miscellaneous equipment."

Indicate type of General License or number of specific or blanket license under which shipment is exported.

Air Waybill number will be inserted here by person preparing Air Waybill.

If shipper prepares form himself and no forwarding agent is involved, this space should be left blank. If form is prepared and/or declaration (line 1b) signed by forwarding agent, name and address of forwarding agent should appear here unless a "Designation of Forwarding Agent" has been filed with Collector of Customs at gateway city authorizing the forwarding agent to act on behalf of shipper for export control and Customs purposes. If such "Designation" has been filed, leave this space blank.

Leave this area blank - no notarization necessary for exportation by air.

Address of shipper or forwarding agent of shipper, whoever prepares form.

Name of carrier and gateway (U. S. Port of Exportation), if known, e.g. if exported to Mexico or Canada via A.M., insert "American Airlines, Inc." and show San Antonio, Dallas, El Paso, Buffalo or Detroit, as appropriate; if exported to Europe via A.M., insert "American Overseas Airlines, Inc." and appropriate Atlantic gateway. If not known to shipper, carrier will make insertion.

U. S. DEPARTMENT OF COMMERCE
BUREAU OF THE CUSTOMS—OFFICE OF INTERNATIONAL TRADE
SHIPPER'S EXPORT DECLARATION
(Form 752S-V)
THIS FORM IS TO BE FILLED OUT BY THE SHIPPER OR FORWARDING AGENT AND SUBMITTED TO THE CUSTOMS OFFICE AT THE PORT OF EXPORTATION. IT IS TO BE KEPT ON FILE BY THE CUSTOMS OFFICE FOR A PERIOD OF TWO YEARS. IT IS TO BE SUBMITTED TO THE CUSTOMS OFFICE AT THE PORT OF EXPORTATION AT THE TIME OF EXPORTATION. IT IS TO BE SUBMITTED TO THE CUSTOMS OFFICE AT THE PORT OF EXPORTATION AT THE TIME OF EXPORTATION. IT IS TO BE SUBMITTED TO THE CUSTOMS OFFICE AT THE PORT OF EXPORTATION AT THE TIME OF EXPORTATION.

1. EXPORTER'S NAME (If foreign, give name, firm and post name)
2. FROM (U. S. Port of Export)
3. TO (Foreign Port)
4. PLACE AND COUNTRY OF ORIGIN
5. PLACE AND COUNTRY OF ULTIMATE DESTINATION
6. INTERMEDIATE COUNTRIES
7. DATE OF EXPORTATION
8. MARKS AND NUMBERS
9. QUANTITY
10. VALUE
11. DUTY
12. TAXES
13. LICENSES
14. SIGNATURE
15. ADDRESS

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THIS SAMPLE SHIPPER'S EXPORT DECLARATION WAS
PREPARED BY THE AIR CARGO DEPARTMENT OF
AMERICAN AIRLINES

AIR SHIPPING ★ ★ ★

[REG. U. S. PAT. OFF.]

International Cargo Rates (including U. S. possessions and territories)

Air cargo rates quoted are based on prevailing tariffs, airport to airport (see note).
Shippers are warned, however, that these rates are subject to change.
All international rates are quoted on an airport-to-airport service, with the pickup and delivery charges wholly apart.
International carriers whose schedules and rates are included here are indicated by the letter following the airport symbol (see below).

AIRPORT SYMBOLS

EDF—Anchorage
BAL—Baltimore
BGR—Bangor, Me.
BUJ—Beaumont, Tex.
BOS—Boston
BRO—Brownsville, Tex.
BTW—Burlington, Vt.
CHS—Charleston, S. C.
CHI—Chicago
CLE—Cleveland
CRP—Corpus Christi, Tex.
CTB—Cot Bank, Mont.
ELP—El Paso
ELD—El Dorado, Ark.
EVV—Evanville, Ind.
FWA—Fort Wayne, Ind.
FTW—Fort Worth
GFK—Grand Forks, N. D.
GRW—Greenwood, Miss.
BDL—Hartford
HAV—Havana
HOT—Hot Springs, Ark.
HOU—Houston
HJR—Honolulu
IND—Indianapolis
JAN—Jackson, Miss.
JAX—Jacksonville
MKG—Kansas City, Mo.
KIN—Kingston, Jama.
LRD—Laredo
LIT—Little Rock, Ark.
DCA—Washington, D. C.

LAX—Los Angeles
MEM—Memphis
MEX—Mexico City
MIA—Miami
MKE—Milwaukee
MPS—Minneapolis-St. Paul
MOB—Mobile
UL—Montreal
MSY—New Orleans
LGA—New York (La Guardia)
LGA—New York (Idlewild)
EWR—Newark
ORF—Norfolk
NUE—Nuevo Laredo, Mex.
OAK—Oakland, Calif.
PDK—Paducah, Ky.
PIA—Peoria, Ill.
PHL—Philadelphia
PIT—Pittsburgh
PDX—Portland, Ore.
QY—Sydney, N. S.
STL—St. Louis
SAT—San Antonio
SFO—San Francisco
SAV—Savannah
SEA—Seattle
SHV—Shreveport, La.
GEG—Spokane, Wash.
SGF—Springfield, Mo.
TPA—Tampa
HUF—Terre Haute, Ind.
TOL—Toledo, Ohio
YTO—Toronto, Ont.
VR—Vancouver, B. C.

AIRLINE SYMBOLS

AF—Air France
A—American Airlines
AO—American Overseas
B—British Commonwealth Airways
BO—British Overseas Airways Corp.
CS—Chicago & Southern Air Lines

C—Colonial Airlines
EA—Expreso Aereo Interamericano
K—KLM Royal Dutch Airlines
N—National Airlines
NE—Northeast Airlines
NW—Northwest Airlines
P—Pan American World Airways and affiliates
H—Philippine Air Lines
S—Sabena
SS—Scandinavian Airlines System
SW—Seaboard & Western
SK—Skytrain Airways
SR—Swissair
TA—TACA Airways
T—Trans-Canada Air Lines
TC—Trans-Caribbean Air Line
TR—Transocean Air Lines
TW—Trans World Airline
U—United Air Lines
W—Western Air Lines

NOTE: Per pound rate is based on the average package weighing 25 lbs. Valuation rates are due only if consignments are shipped with declared value.

COMMODITY RATES: Apply to airlines.

AO: Valuation charge is applicable only on shipments with a valuation of over \$7.48 per pound. Minimum charge is as for 2 kilos (4.4 lbs.).

C: In Canadian currency.

K: Valuation charge is only on shipments with a declared valuation in excess of \$7.21 per lb.

P: Valuation charge is only on shipments with a declared valuation in excess of \$7.21 per lb.

PH: To any destination in the Philippines served from Manila by PAL (where routing is via PAL from San Francisco) add 10¢ per pound to rates shown as applying to Manila.

SK: Lower rates for cargo of 3,000 lbs. gross weight and over. Planload service minimum is 18,000 lbs. Minimum weight charge of \$2 on all shipments.

SW: Special rates for shipments of 1,000-4,999 lbs. and 5,000-9,999 lbs.

T: More economical rates are offered for bulk cargo. There is a basic rate for cargoes 25 pounds and less, between 25 pounds and 100 pounds, and over 100 pounds. Consult the airline direct.

TC: Cheaper "deferred" rate available. Contact airline direct.

* This involves onward carriage by another airline.

† Minimum charge for this shipment is that for 25 lbs.

* Rate of 25 lbs. or less.

* Planload service only.

* Consult airline for lower rates applicable to 3,300 lbs. and over.

Destination	Airport and Airline	RATES (See Note)				Depart
		Per Lb. (U.S. Per 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Per \$100 Value	
Aracaju, Brazil	LGA P*	1.20	68	15	W.F.Sa	
"	MIA P*	1.15	62	15	W.F.Sa	
"	MSY P*	1.20	69	15	Su,W.Sa	
"	HOU P*	1.23	72	15	T,Th,F,Su	
"	BRO P*	1.23	72	15	T,Th,Sa	
"	CRP P*	1.23	72	15	Sa	
"	LAX P*	1.37	86	15	Sa,T,Th,F	
Arevalo, Peru	EWR TC	30	20		Frequently	
Arquipa, Peru	MIA P*	1.00	83	15	Sa,T,Th,F	
"	MSY P*	1.06	80	15	Sa,W,Th,F	
"	HOU P*	1.09	83	15	Sa,W,Th,F	
"	BRO P*	1.09	83	15	Sa,W,Th,F	
"	CRP P*	1.09	83	15	Sa	
"	LAX P*	1.22	77	15	Sa,T,Th,F	
Arica, Chile	MIA P*	1.06	87	15	M,F	
"	MSY P*	1.12	84	15	M,Th	
"	HOU P*	1.15	87	15	Sa,Th	
"	BRO P*	1.15	87	15	Sa,Th	
"	CRP P*	1.15	87	15	Sa	
"	LAX P*	1.28	81	15	Sa,T,Th,F	
Armenia, Colombia	MIA P*	1.00	83	15	Dly	
"	MSY P*	1.06	80	15	Sa	
"	HOU P*	1.09	83	15	Dly	
"	BRO P*	1.09	83	15	Dly	
"	CRP P*	1.09	83	15	Dly	
"	LAX P*	1.22	77	15	Dly	
"	LGA P*	1.23	77	15	Dly	
"	BUJ CS	51	39	15	T,Th,Sa	
"	CHI CS	51	39	15	T,Th,Sa	
"	YIP CS	53	41	15	T,Th,Sa	
"	ELD CS	52	40	15	T,Th,Sa	
"	FWA CS	51	39	15	T,Th,Sa	
"	GRW CS	50	38	15	T,Th,Sa	
"	HOT CS	52	40	15	T,Th,Sa	
"	IND CS	51	39	15	T,Th,Sa	
"	JAN CS	50	38	15	T,Th,Sa	
"	LIT CS	52	40	15	T,Th,Sa	
"	MEM CS	50	38	15	T,Th,Sa	
"	MSY CS	49	37	15	T,Th,Sa	
"	PUK CS	51	39	15	T,Th,Sa	
"	PIA CS	53	41	15	T,Th,Sa	
"	STL CS	52	40	15	T,Th,Sa	
"	SRV CS	52	40	15	T,Th,Sa	
"	HUF CS	53	41	15	T,Th,Sa	
"	TOL CS	51	39	15	T,Th,Sa	
Aruba, N.W.I.	MIA P*	1.00	83	15	Dly	
Asmara, Eritrea	LGA AO*	2.08	1.56	15	Dly	
"	BOS AO*	2.05	1.54	15	Sa,Th	
"	LGA BO	1.74	1.31	15	Sa,M,T,Th,F	
Asuncion, Paraguay	LGA P*	1.47	83	15	T,Th,F	
"	MIA P*	1.39	77	15	T,Th,F	
"	MSY P*	1.46	84	15	M,Th	
"	HOU P*	1.40	87	15	Sa,W	
"	BRO P*	1.40	87	15	Sa,W	
"	CRP P*	1.40	87	15	Sa	
"	LAX P*	1.83	101	15	Sa,W	
"	EWR TC	1.70	1.50		Frequently	
Athens, Greece	LGA AO*	1.60	1.21	15	Dly	
"	IDL SA	1.57	1.11		Sa	
"	LGA TR	1.20	90	15		
"	HFD TR	1.20	90	15		
"	IDL SW	1.28	1.03	20		
"	LGA BO	1.42	1.07	15	Sa,M,T,Th,F	
"	IDL AF	1.42	1.07	15	Weekly	
"	BOS AF	1.40	1.08	15		
"	IDL K	1.41	1.07	15	W	
"	IDL SS	1.41	1.06	15	Sa,M,W,F	
"	LGA TW	1.41	1.06	15	M,T,W,Sa	
"	DCA TW	1.45	1.10	15		
"	CHI TW	1.49	1.14	15	Th	
"	PHL TW	1.44	1.09	15		
"	BOS TW	1.42	1.05	15	F	
"	FYP TW	1.47	1.12	15	Th	
"	EWR TC	1.00	85	23		
"	IDL SR	1.57	1.11		Th	
"	IDL SR	1.41	1.07	15	Sa,W	
Auckland, N. Z.	LAX P	2.06	1.55	15	Sa	
"	SFO P	2.06	1.55	15	Sa	
"	PDX P	2.06	1.55	15	F	
"	SEC P	2.06	1.55	15	F	
"	BOS AO*	3.80	3.27	15	Sa,Th	
"	LGA AO*	3.83	3.29	15	Dly	
"	SFO BO*	2.06	1.55	15	F	
"	SFO BC	2.06	1.55	15	F	
"	HJR BC	1.39	1.04	15	F	
"	VR BC	2.17	1.63	15	F	
Augusta, Italy	LGA AO*	1.45	1.084	21	Dly	
"	BOS AO*	1.42	1.064	21	Sa,Th	
"	LGA BO	1.30	.98	15	Sa,M,T,Th,F	
Baghdad, Iraq	LGA AO*	1.95	1.453	30	Dly	
"	IDL AF	1.65	1.24	15	Weekly	
"	BOS AF	1.63	1.22	15		

Destination	Airport and Airline	RATES (See Note)				Depart
		Per Lb. (U.S. Per 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Per \$100 Value	
Aalborg, Denmark	LGA AO*	1.32	99	21		
"	IDL SS	1.13	85	15	Sa,M,W,F,Sa	
Aarhus, Denmark	IDL SS	1.13	85	15	Sa,M,W,F,Sa	
"	LGA AO*	1.29	97	21	M,F	
Abadan, Iran	LGA BO	1.98	1.26	15	Sa,M,T,Th,F	
"	BOS AO*	1.97	1.48	30	Sa,Th	
"	LGA AO*	2.00	1.50	30	Dly	
Abo, Finland	IDL SS	1.10	90	15	Dly	
"	IDL AO*	1.37	1.03	21	M,W,F	
"	BOS AO*	1.34	1.00	21	W,F	
Accra, Br. Gold Coast	LGA P	1.80	1.42	15	M,Th	
"	BOS P	1.86	1.40	15	Su,Th	
"	LGA BO	1.86	1.26	15	Sa,M,T,Th,F	
"	IDL AF	1.73	1.32	15		
"	BOS AF	1.73	1.30	15		
"	BOS AO*	2.05	1.54	30	Su,Th	
"	LGA AO*	2.08	1.56	30	Dly	
Addis Ababa, Ethiopia	LGA AO*	2.29	1.72	30	Dly	
"	BOS AO*	2.26	1.70	30	Su,Th	
"	LGA BO	1.88	1.41	15	Sa,M,T,Th,F	
"	IDL AF	1.95	1.50			
"	IDL S*	2.14	1.63		M,Th,Sa	
Aden, Aden	LGA AO*	2.19	1.64	30	Dly	
"	BOS AO*	2.16	1.62	30	Su,Th	
"	LGA BO	1.81	1.26	15	Sa,M,T,Th,F	
"	LGA AO*	2.38	1.78	30	Dly	
Ahmedabad, India	IDL S	2.23	.87		M,Th,Sa	
Albertville, Belgian Congo	LGA BO	1.50	1.13	15	Sa,M,T,Th,F	
Alexandria, Egypt	LGA AO*	1.74	1.304	30	Dly	
"	LGA TW	1.24	.93	15	Sa	
Algiers, Algeria	LGA AO*	1.43	1.067	21	Dly	
"	IDL AF	1.24	.93	15	Dly	
"	BOS AF	1.22	.91	15	Dly	
"	EWR TC	1.00	.80			

Destination	Airport and Airline	RATES (See Note)				Depart
		Per Lb. (U.S. Per 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Per \$100 Value	
Algiers Cont'd	IDL S*	1.32	.95		M,Th,Sa	
Amst. Netherlands	LGA AO	1.13	.85	15	M,W,Sa	
"	BOS AO*	1.10	.82	15	M	
"	IDL S	1.13	.85	15	M,Th,Sa	
"	LGA TR	.86	.71	124		
"	HFD TR	.86	.71	124		
"	LGA BO	1.12	.84	15	Sa,M,T,Th,F	
"	IDL SS	1.28	.96	15	Dly	
"	IDL AF	1.12	.84	15	Dly	
"	BOS AF	1.12	.84	15	Dly	
"	IDL K	1.12	.84	15	Dly except M	
"	EWR TC	.85	.70	26		
Anchorage, Alaska	SEC P	.45	.18	15	Dly	
"	SEC NW	.23	.15	15	Dly	
"	MPS NW	.35	.29	15	Dly	
"	OAK TR	.61	.294	15		
Antigua, B.W.I.	LGA P*	.34	.24	15	M,Th	
"	MIA P*	.25	.18	15	M,Th	
Antilla, Cuba	MIA P*	.20	.10	15	Dly	
Antofagasta, Chile	MIA P*	1.13	.61	15	M,T,Sa	
"	MSY P*	1.19	.68	15	M,T,Sa	
"	HOU P*	1.22	.71	15	Sa,M,F	
"	BRO P*	1.22	.71	15	Sa,M,F	
"	CRP P*	1.22	.71	15	Sa	
"	LAX P*	1.35	.85	15	Sa,M,F	
"	BOA AO*	1.12	.89	21	Dly	
"	IDL S*	1.12	.82		M,Th,Sa	
Any Destination in Colombia other than those named herein	MIA P	.72	.49	15	Dly	
"	MSY P	1.18		15	Dly	
"	HOU P	1.28		15	Dly	
"	BRO P	1.20		15	Dly	
"	CRP P	1.23		15	Dly	
"	NLD P	1.22		15	Dly	
"	LAX P	1.49		15	Dly	

INTERNATIONAL CARGO TABLES - Continued

RATES (See Note)					RATES (See Note)					RATES (See Note)					
Destination	Airport and Airline	(Un- Per 100 Lbs.)	(Over Per 100 Lbs.)	Depart	Destination	Airport and Airline	(Un- Per 100 Lbs.)	(Over Per 100 Lbs.)	Depart	Destination	Airport and Airline	(Un- Per 100 Lbs.)	(Over Per 100 Lbs.)	Depart	
Baghdad Cont'd	EWR TC	1.58	1.25	Frequently	Bayamo, Cuba	MIA P*	.14	.09	15 Dly	Bno (Brun),	LGA AO*	1.35	.991	21 M,W,Sa	
"	IDL S*	1.76	1.32	M,Th,Sa	Beirut, Lebanon	BOS AO*	1.73	1.30	30 Dly	"	IDL S*	1.35	.97	M,Th,Sa	
"	LGA BO	1.65	1.24	15 Su,M,T,Th,F	"	BOS AO*	1.70	1.28	30 Su,Th	Brussels, Belgium	BOS AO*	1.36	1.03	15 M	
"	IDL K	1.65	1.24	15 T	"	IDL AF	1.50	1.13	15	"	LGA P	1.12	.82	15 Dly	
Bahia, Brazil (See Sao Salvador)					"	BOS AF	1.48	1.11	15	"	BOS P	1.00	.80	15 Dly	
Bahrain, Arabia	LGA AO*	2.07	1.553	30 Dly	"	EWR TC	1.55	1.10	Frequently	"	LGA AO*	1.12	.82	15 Dly	
"	LGA BO	1.74	1.31	15 Su,M,T,Th,F	"	IDL S*	1.62	1.12	M,Th,Sa	"	IDL S*	1.12	.82	15 Dly	
Baltics, Canal Zone	MIA P*	30	19	15 Dly	"	LGA BO	1.50	1.13	15 Su,M,T,Th,F	"	LGA TR	80	.65	121 M,Th,Sa	
"	MSY P*	45	26	15 Dly	Belem, Brazil	LGA P*	83	47	15 Dly	"	HFD TR	80	.65	121	
"	HOU P*	48	29	15 Dly	"	MIA P*	70	41	15 Dly	"	IDL SW	92	.73	20	
"	BRO P*	48	29	15 Dly	"	MSY P*	83	48	15 Dly	"	IDL RO	112	.82	15 Su,M,T,Th,F	
"	CRP P*	48	29	15 Dly	"	HOU P*	86	51	15 Dly	"	IDL SS	131	.98	15 Su,M,W	
"	LAX P*	61	43	15 Dly	"	BRO P*	86	51	15 Dly	"	IDL AT	112	.84	15 Dly	
"	HOU B	48	29	10 Su,T,Th	"	CRP P*	86	51	15 Dly	"	BOS AF	1.10	.82	15 Dly	
"	CHI B	51	31	20 Su,T,Th	"	LAX P*	1.00	.65	18 Dly	"	IDL K	1.12	.84	15 Dly except M	
"	CRP B	48	29	10 Su,T,Th	"	EWR TC	88	62	Frequently	Bucaramanga,	MIA P*	54	28	15 Dly	
"	DAL B	51	31	10 Su,T,Th	"	HOU SK*	See Note SK			Colombia	LGA P*	64	37	15 Dly	
"	YIP B	51	31	20 Su,T,Th	Belfast, N. Ireland	IDL SS	1.00	.75	15 Dly	"	MSY P*	60	35	15 Dly	
"	MSY B	45	29	15 Dly	"	LGA AO*	1.01	.768	21 M,W	"	BRO P*	63	38	15 Dly	
"	ELP A*	54	28	20 Dly	"	LGA BO	1.00	.75	15 Su,M,T,Th,F	"	CRP P*	63	38	15 Dly	
"	LAX A*	61	41	20 Dly	"	IDL AF	1.13	.84	15	"	LAX P*	77	52	15 Dly	
"	SFO A*	62	42	20 Dly	"	BOS AF	1.10	.82	15	Bucharest,	LGA AO*	1.58	1.16	31 Dly	
Bangkok, Siam	LGA P	2.46	1.96	15 Su,T,W	Belgrade,	LGA AO*	1.51	1.08	21 Dly	Rumania	IDL SS	1.39	1.05	15 Su,M,W,F	
"	PDX P	2.59	2.17	15 P	Yugoslavia	IDL SS	1.34	1.01	15 Su,M,W,F	"	IDL AF	1.39	1.05	15	
"	SEC P	2.59	2.17	15 P	"	IDL AF	1.34	1.01	15	"	BOS AF	1.37	1.03	15	
"	LAX P	2.43	1.94	15 T,W,F	"	IDL AF	1.32	.99	15	"	IDL S*	1.58	1.14	21 M,Th,Sa	
"	SFO P	2.59	2.17	15 M,T,F	"	BOS AF	1.32	.99	15	Budapest, Hungary	LGA AO*	1.43	1.04	21 Dly	
"	IDL S*	2.11	1.59	15 Su,M,W,F	"	IDL S*	1.51	1.09	15 M,Th,Sa	"	IDL AF	1.31	.99	15	
"	LGA AO*	2.61	1.95	30 Su,Th	"	IDL SR	1.34	1.01	15 Su,W	"	BOS AF	1.29	.97	15	
"	BOS AO*	2.58	1.93	30 Su,Th	Belias, Br. Hond.	MSY TA	30	29	M,W,F	"	IDL S*	1.42	1.02	15 M,Th,Sa	
"	IDL AF	2.51	1.89	15	"	MEX TA	33	24	T,Th,Sa	"	IDL SS	1.41	.99	15 Su,M,W,F	
"	BOS AF	2.49	1.87	15	"	MSK SK	20	15		"	IDL SR	1.31	.98	15 Su,W	
"	LGA TR	2.34	2.00	25	Bello-Horizonte,	LGA P*	1.29	.73	15 W,F	Buenos Aires,	LGA P*	1.54	86	15 Twice Dly	
"	HFD TR	2.34	2.00	25	Brazil	MIA P*	1.22	.67	15 W,F	Argentina	MIA P*	1.53	86	15 Twice Dly	
"	OAK TR	2.21	1.92	20	"	MSY P*	1.29	.74	15 T,Th	"	HOU P*	1.56	93	15 Dly	
"	LGA BO	2.11	1.58	15 Su,M,T,Th,F	"	HOU P*	1.32	.77	15 M,F	"	BRO P*	1.56	93	15 Dly	
"	IDL K	2.11	1.58	15 Su,T,W,F	"	BRO P*	1.32	.77	15 M,F	"	CRP P*	1.56	93	15 Dly	
"	LAX W*	2.50	1.80	20	"	CRP P*	1.32	.77	15 M,F	"	LAX P*	1.67	1.07	15 Dly	
"	PDX W*	2.50	1.80	20	"	LAX P*	1.46	.91	15 M,F	"	LGA SI	1.54	93	20 Frequently	
"	SEC W*	2.50	1.80	20	Bergen, Norway	LGA AO*	1.20	.902	15	"	MIA SI	1.45	90	20 Frequently	
"	EWR TC	2.30	1.90	25	Berlin, Germany	LGA AO	1.31	.98	15 T,Th,Sa	"	EWR TC	1.70	1.30	Frequently	
Bangui, Belg. Congo	IDL S	2.23	1.67	M,Th,Sa	"	BOS AO	1.28	.95	15 Sa	"	HOU SK*	See Note SK			
Baracas, Cuba	MIA P*	18	12	15 Dly	"	LGA TR	1.00	.83	121	Bulawayo,	IDL S*	2.66	2.01	M,Th,Sa	
Barcelona, Spain	LGA AO*	1.51	.983	21 Dly	"	HFD TR	1.00	.83	121	S. Rhodania	BOS AO*	2.88	2.16	30 Dly	
"	IDL AF	1.16	.97	15 Twice Wkly	"	LGA BO	1.18	.89	15 Su,M,T,Th,F	"	LGA AO	2.91	2.18	30 Dly	
"	BOS AF	1.14	.85	15 Twice Wkly	"	IDL AF	1.20	.90	15	Calbarien, Cuba	MIA P*	1.49	09	15 Dly	
"	IDL SA	1.41	1.06	15 Sa	Bermuda	BOS AF	1.18	.88	15	"					
"	LGA P	1.30	.98	15 Su,W,Th	"	IDL AF	1.20	.90	15	Cairo, Egypt	LGA AO*	1.74	1.30	15 Dly	
"	BOS P	1.27	.95	15 Su,W,Th	"	LGA BO	1.15	.10	15 Dly	"	IDL S*	1.73	1.30	M,Th,Sa	
"	IDL SR	1.69	97	15 T,W	"	EWR TC	23	15	Frequently	"	LGA TR	1.42	1.00	15	
Barcelona, Venezuela	MIA K	40	24	15 Su,W	"	LGA C	23	15	10 Dly	"	HFD TR	1.42	1.00	15	
Baroda, India	LGA AO*	2.37	1.775	30 Dly	"	DCA C	23	15	10 Weekly	"	IDL SW	1.46	1.16	20	
Barranque					"	LGA P	23	15	10 M,Sa	"	LGA BO	1.60	1.12	20 Su,M,T,Th,F	
Barneja, Cal.	MIA P*	54	28	15 Th,Sa	"	BOS P	23	15	10 M,Sa	"	IDL AF	1.60	1.13	15 Twice Wkly	
"	LGA P*	64	37	15 Su,Th	"	UL T	300	290	15 F	"	BOS AF	1.45	1.11	15	
"	HOU P*	60	35	15 Su,M,W,F	"	YTO T	300	290	15 Su	"	IDL K	1.15	1.12	15 T,F	
"	CRP P*	60	35	15 Su,T,Th,Sa	Berne, Switzerland	IDL S*	1.21	.907	21 Dly	"	LGA TW	1.53	1.13	15 Dly	
"	BRO P*	63	38	15 Su,T,Th,Sa	"	LGA AO*	1.21	.907	21 Dly	"	DCA TW	1.53	1.13	15 Dly	
"	LAX P*	77	52	15 Su,T,Th,Sa	Birmingham,	IDL AF	1.12	.84	15	"	BOS TW	1.53	1.13	15 Dly	
Barranquilla,					England	BOS AF	1.10	.82	15	"	PHL TW	1.52	1.13	15	
Colombia	MIA P*	39	19	15 Dly	Bloemfontein,	LGA BO	2.15	1.62	15 Su,M,T,Th,F	"	CHI TW	1.67	1.20	15 Th	
"	LGA P*	49	28	15 Dly	So. Africa	Nicaragua	MSY TA	55	42	M,W,F	"	YIP TW	1.55	1.15	15 Th
"	MSY P*	45	26	15 Dly	Bluefields	"	MEX TA	43	33	T,Th,Sa	"	EWR TC	1.37	1.00	Frequently
"	HOU P*	48	29	15 Dly	Nicaragua	MIA P*	54	28	15 Dly	"	IDL SR	1.50	1.12	15	
"	BRO P*	48	29	15 Dly	Bogota, Colombia	LGA P*	64	37	15 Dly	"	SFO PH	3.66	2.75	15 W,Sa	
"	CRP P*	48	29	15 Dly	"	MSY P*	60	35	15 Dly	"	HJR PH	3.08	2.31	15 W,Sa	
"	LAX P*	62	43	15 Dly	"	HOU P*	63	38	15 Dly	Calcutta, India	LGA P	2.31	1.89	15 Su,T,W	
"	MIA K	41	26	15 Su,W,F	"	CRP P*	63	38	15 Dly	"	BOS P	2.28	1.86	15 Su,T,W	
Barranquilla,					"	LAX P*	76	52	15 Dly	"	PDX P	3.25	2.44	15 F	
Colombia	MIA P*	39	19	15 Dly	"	HOU SK*	See Note SK			"	SEC P	3.25	2.44	15 F	
"	LGA P*	49	28	15 Dly	Bombay, India	MSY SK*	See Note SK			"	SFO P	3.25	2.44	15 M,T,F	
"	MSY P*	45	26	15 Dly	"	LGA AO*	2.38	1.79	15 Dly	"	LAX P	3.25	2.44	15 Su,M	
"	HOU P*	48	29	15 Dly	"	LGA TR	2.22	1.42	20	"	IDL SS	3.05	1.54	15 Su,M,W,F	
"	BRO P*	48	29	15 Dly	"	LGA BO	1.93	1.47	15 Su,M,T,Th,F	"	LGA BO	2.05	1.54	15 Su,T,W,F	
"	CRP P*	48	29	15 Dly	"	LGA TW	1.83	1.47	15 Su,W,F	"	IDL AF	2.05	1.54	15 Twice Wkly	
"	LAX P*	62	43	15 Dly	"	IDL K*	2.33	1.67	20 Dly except Su	"	BOS AF	2.03	1.52	15 Twice Wkly	
"	MIA K	41	26	15 Su,W,F	"	EWR TC	2.00	1.40	25	"	LGA AO*	2.03	1.52	15 Dly	
Barranquilla,					Bonaire, N.W.I.	IDL AF	2.44	1.83	15	"	LGA TR	2.20	1.78	25	
Colombia	MIA P*	39	19	15 Dly	Bonanza,	BOS AF	2.41	1.80	15	"	HFD TR	2.20	1.78	25	
"	LGA P*	49	28	15 Dly	"	MIA K	30	22	Dly	"	OAK TR	2.94	2.20	20	
"	MSY P*	45	26	15 Dly	Nicaragua	MSY TA	56	43	10 M,W,F	"	LAX W*	3.27	2.35	20	
"	HOU P*	48	29	15 Dly	Bone, Algeria	MEX TA	44	34	T,Th,Sa	"	EWR TC	2.10	1.80	25	
"	BRO P*	48	29	15 Dly	"	LGA AO*	1.39	1.037	21 Dly	"	SFO PH	2.69	2.02	15 W,Sa	
"	CRP P*	48	29	15 Dly	Bordeaux, France	BOS AO*	1.36	1.017	21 Su,Th	"	HJR PH	2.56	1.92	15 W,Sa	
"	LAX P*	62	43	15 Dly	"	LGA BO	1.21	.91	15 Dly	Calgary, Alb.	LGA T*	8.50	31	10 Dly	
"	MIA K	41	26	15 Su,W,F	"	LGA BO	1.14	.86	15 Su,M,T,Th,F	Canada	MIA P*	54	28	15 Dly	
Barranquilla,					Bratislava, Czechoslovakia	LGA AO*	1.35	.98	21 M,W,Sa	"	MSY P*	64	37	15 Dly	
Colombia	MIA P*	39	19	15 Dly	"	IDL S*	1.38	.99	15 M,Th,Sa	"	HOU P*	63	38	15 Dly	
"	LGA P*	49	28	15 Dly	Brassaville,	IDL AF	1.87	1.41	15 Wkly	"	BRO P*	63	38	15 Dly	
"	MSY P*	45	26	15 Dly	Fr. Eq. Af.	BOS AF	1.85	1.39	15	"	CRP P*	63	38	15 Dly	
"	HOU P*	48	29	15 Dly	"	BOS AO*	2.35	1.771	30 M,W,Sa	"	LAX P*	76	52	15 Dly	
"	BRO P*	48	29	15 Dly	Bremen, Germany	IDL SS	1.13	.85	15 Su,M,W,F	Camaguey, Cuba	MIA P*	12	8	15 Dly	
"	CRP P*	48	29	15 Dly	"	LGA BO	1.37	1.028	21 Dly	Campeche, Mexico	MSY P*	25	13	15 Dly	
"	LAX P*	62	43	15 Dly	"	IDL SS	1.13	.85	15 Su,M,W,F	"	HOU P*	30	22	15 Dly	
"	MIA K	41	26	15 Su,W,F	"					"	CRP P*	28	18	15 Dly	
Barranquilla,										"	BRO P*	29	20	15 Dly	
Colombia	MIA P*	39	19	15 Dly											
"	LGA P*	49	28	15 Dly											
"	MSY P*	45	26	15 Dly											
"	HOU P*</														

INTERNATIONAL CARGO TABLES—Continued

Destination	Airport and Airline	RATES (See Note)			Depart
		(Un- der 100 Lbs.)	(Over 100 Lbs.)	Per \$100 Value	
		Per Lb. Per 100 Lbs.	Per Lb. Per 100 Lbs.	Per \$100 Value	
Campche, Cont'd	LAX P*	.44	.33	.15	Dly
Canon, France	LGA AO*	1.27	.947	.21	Dly
"	BOS AO*	1.24	.927	.21	Su,Th
"	IDL AF	1.18	.80	.15	Dly
"	BOS AF	1.16	.87	.15	Dly
"	LGA BO	1.18	.89	.15	Su,M,T,Th,F
Canton Island	LAX P	1.30	1.02	.15	M,Th,Sa
"	SFO P	1.30	1.02	.15	M,Th,Sa
"	PDX P	1.30	1.02	.15	M
"	SEC P	1.30	1.02	.15	M
Capetown, U. S. Af.	LGA AO*	3.06	2.289	.30	M,W,Sa
"	IDL S*	3.05	2.30	.30	M,Th,Sa
"	LGA BO	2.39	1.80	.15	Su,M,T,Th,F
Caracas, Venezuela (See La Guaira)					
Cartagena, Colombia	Mia P*	.46	.33	.15	Dly
"	LGA P*	.46	.33	.15	Dly
"	MSY P*	.52	.30	.15	Dly
"	HOU P*	.55	.33	.15	Dly
"	BRO P*	.55	.33	.15	Dly
"	CRP P*	.55	.33	.15	Dly
"	LAX P*	.60	.47	.15	Dly
Casablanca, Fr. Morocco	BOS AF	1.33	1.00	.15	Dly
"	IDL AF	1.35	1.02	.15	Dly
"	LGA AO*	1.55	1.168	.21	Dly
"	BOS AO*	1.52	1.148	.21	Su,Th
"	IDL S*	1.55	1.16	.15	M,Th,Sa
Castel Benito, Libya	LGA AO*	1.82	1.14	.21	Dly
"	BOS AO*	1.49	1.12	.15	Su,Th
Catamarca, Honduras	LGA AO*	1.43	1.07	.21	M,W,Sa
"	BOS AO*	1.40	1.04	.21	M
Catania, Italy	LGA AO*	1.43	1.07	.21	M,W,Sa
"	BOS AO*	1.40	1.04	.21	M
Cayenne, Fr. Guiana	LGA P*	.70	.42	.15	M,Th
"	MIA P*	.63	.36	.15	M,Th
"	MSY P*	.70	.43	.15	Su,W
"	HOU P*	.73	.46	.15	T,Sa
"	BRO P*	.73	.46	.15	T,Sa
"	CRP P*	.73	.46	.15	T,Sa
"	LAX P*	.87	.60	.15	T,Sa
Cayo Mambi, Cuba	MIA P*	.18	.12	.15	Dly
Chetumal, Mexico	MIA P*	.33	.16	.15	Su,Th
"	MSY P*	.28	.16	.15	Su,Th
"	HOU P*	.32	.22	.15	W,Sa
"	BRO P*	.31	.21	.15	W,Sa
"	CRP P*	.31	.21	.15	W,Sa
"	LAX P*	.47	.36	.15	W,Sa
Christiansand, Norway	LGA AO*	1.25	.947	.21	Su,W
"	BOS AO*	1.22	.917	.21	F
"	IDL K	1.13	.85	.15	W,F
Cienfuegos, Cuba	MIA P*	.12	.08	.15	Dly
C. del Carmen, Mexico	MIA P*	.31	.16	.15	Dly
"	MSY P*	.27	.15	.15	Dly
"	HOU P*	.26	.19	.15	Dly
"	BRO P*	.25	.16	.15	Dly
"	CRP P*	.26	.19	.15	Dly
"	LAX P*	.41	.32	.15	Dly
Ciudad Trujillo, D. R.	LGA P*	.25	.21	.15	Dly
"	MIA P*	.15	.12	.15	Dly
"	MIA K	.15	.12	.15	Sa
"	EWRTC	.45	.35	.15	Frequently
"	HOU SK*	See Note SK			
"	MSY SK*	See Note SK			
Ciudad Victoria, Mexico	DAL B	.30	.10	.10	Dly
"	FTW B	.30	.10	.10	Dly
"	SAT B	.23	.10	.10	Dly
"	LRD B	.16	.10	.10	Dly
Cochabamba, Bolivia	MIA P*	1.13	.61	.15	M,W,F,Sa
"	MSY P*	1.19	.68	.15	M,W,F,Sa
"	HOU P*	1.22	.71	.15	Su,T,Th,F
"	BRO P*	1.22	.71	.15	Su,T,Th,F
"	CRP P*	1.22	.71	.15	Su,T,Th,F
"	LAX P*	1.35	.85	.15	Su,T,Th,F
Colombia, Any Destination other than those named herein	MIA P	.72	.40	.15	Dly
"	MSY P	1.18	.15	.15	Dly
"	HOU P	1.28	.15	.15	Dly
"	BRO P	1.20	.15	.15	Dly
"	CRP P	1.23	.15	.15	Dly
"	NLD P	1.22	.15	.15	Dly
"	LAX P	1.49	.15	.15	Dly
Colombo, Ceylon	LGA AO*	2.51	1.878	.30	Dly
"	LGA BO	2.51	1.88	.15	Su,M,T,Th,F
Concepcion, Bolivia	MIA P*	1.16	.63	.15	M,F
"	MSY P*	1.22	.70	.15	M,F
"	HOU P*	1.25	.73	.15	Su,Th
"	BRO P*	1.25	.73	.15	Su,Th
"	CRP P*	1.25	.73	.15	Su,Th
"	LAX P*	1.39	.87	.15	Su,Th
Copenhagen, Denmark	IDL SR	1.13	.85	.15	Su,M,W,F
"	LGA AO	1.25	.94	.15	M,F
"	BOS AO	1.22	.91	.15	F
"	IDL S	1.25	.94	.15	M,Th,Sa
"	LGA TR	1.00	.75	.124	
"	HFD TR	1.00	.75	.124	
"	IDL AF	1.21	.91	.15	Dly
"	BOS AF	1.19	.89	.15	Dly
"	IDL K	1.13	.85	.15	Dly except W
"	EWRTC	.90	.75	.25	
"	LGA BO	1.21	.91	.15	Su,M,T,Th,F
Cooquilaville, Belgian Congo	IDL S	2.20	1.65	.15	M,Th,Sa
Cordoba, Argentina	MIA P*	1.36	.76	.16	F
"	HOU P*	1.42	.83	.15	Th
"	BRO P*	1.42	.83	.15	W
"	CRP P*	1.45	.86	.15	W
"	LAX P*	1.58	1.00	.15	W
Cortezmanville, Belgian Congo	IDL S	2.23	1.67	.15	M,Th,Sa
Cristobal, Canal Zone	MIA P*	.41	.21	.15	Dly
"	MSY P*	.47	.28	.15	Dly
"	HOU P*	.50	.31	.15	Dly
"	BRO P*	.50	.31	.15	Dly
"	CRP P*	.50	.31	.15	Dly
"	LAX P*	.63	.45	.15	Dly
Cucuta, Colombia	MIA P*	.54	.28	.15	Su,W,F,Sa
"	LGA P*	.64	.37	.15	Su,Th
"	MSY P*	.65	.38	.15	Su,W,F,Sa
"	HOU P*	.63	.38	.15	T,Th,F,Sa
"	BRO P*	.63	.38	.15	T,Th,F,Sa
"	CRP P*	.63	.38	.15	T,Th,F,Sa
"	LAX P*	.77	.52	.15	T,Th,F,Sa
Cuenca, Ecuador	MIA P*	.67	.36	.15	Su,M,Th
"	MSY P*	.73	.43	.15	Su,M,Th
"	HOU P*	.75	.46	.15	Su,W,Sa
"	BRO P*	.75	.46	.15	Su,W,Sa
"	CRP P*	.75	.46	.15	Su,W,Sa
"	LAX P*	.89	.60	.15	Su,W,Sa
Curacao, N.W.I.	LGA P*	.40	.31	.15	Dly
"	MIA P*	.30	.22	.15	Dly
"	MIA K	.30	.22	.15	Dly
"	EWRTC	.65	.50	.15	Frequently
Curitiba, Brazil	LGA P	1.35	.77	.15	F
"	MIA P	1.28	.71	.15	F
"	MSY P	1.35	.78	.15	F
"	HOU P	1.38	.81	.15	Th
"	BRO P	1.38	.81	.15	Th
"	CRP P	1.38	.81	.15	Th
"	LAX P	1.52	.95	.15	Th
Dakar, Senegal, F. W. Africa	LGA P	1.68	1.21	.15	M,Th
"	BOS P	1.65	1.19	.15	Su,Th
"	LGA AO*	1.97	1.48	.30	Dly
"	IDL AF	1.67	1.26	.15	Thrice Wkly
"	BOS AF	1.65	1.24	.15	
Damascus, Syria	LGA P	1.62	1.12	.15	Su,T,W,Th,Sa
"	BOS P	1.59	1.10	.15	Su,T,W,Th,Sa
"	LGA AO*	1.73	1.295	.30	Dly
"	IDL SW	1.43	1.10	.20	
"	IDL AF	1.50	1.13	.15	
"	BOS AF	1.48	1.11	.15	
"	LGA BO	1.74	1.30	.15	Su,M,T,Th,F
"	EWRTC	1.50	1.13	.15	Frequently
"	IDL SR	1.50	1.13	.15	Su,M,W,F
"	IDL K	1.50	1.12	.15	Su,W
Dar-es-Salaam, Tanganyika	LGA AO*	2.39	1.787	.30	Dly
"	BOS AO*	2.36	1.787	.30	Su,Th
"	LGA BO	1.91	1.44	.15	Su,M,T,Th,F
"	IDL AF	1.96	1.47	.15	Su,T,F
"	BOS AF	1.94	1.45	.15	Su,M,T,Th,F
Darwin, Australia	LGA BO	2.57	1.93	.15	Su,M,T,Th,F
David, Panama	MIA P*	.45	.26	.15	Dly
"	MSY P*	.45	.26	.15	Dly
"	HOU P*	.48	.28	.15	Dly
"	BRO P*	.48	.28	.15	Dly
"	CRP P*	.48	.29	.15	Dly
"	LAX P*	.77	.59	.15	Dly
"	IDL S	1.22	.88	.15	M,Th,Sa
Deauville, France	LGA AO*	.99	.816	.21	
"	IDL S	2.39	1.79	.15	Dly
Delhi, India	LGA BO	1.96	1.47	.15	Su,M,T,Th,F
"	LGA P	2.20	.79	.15	F
"	BOS P	2.17	.76	.15	Su,T,W
"	LAX P	3.45	2.59	.15	Su,M,F
"	SFO P	3.45	2.59	.15	M,T,F
"	PDX P	3.45	2.59	.15	F
"	SEC P	3.45	2.59	.15	F
"	IDL K*	1.95	1.47	.15	Su,T,W,F
Dharhan, Saudi Arabia	LGA SI	2.40	1.65	.25	Frequently
"	LGA TR	2.22	1.42	.15	
"	HFD TR	2.22	1.42	.15	
"	LGA AO*	2.06	1.55	.35	Dly
Dharhan, Cont'd	LGA TW	1.72	1.29	.15	Su,W,F
"	LAX W*	3.80	2.78	.15	
"	PDX W*	3.80	2.78	.15	
"	SEC W*	3.80	2.78	.15	
"	IDL S*	1.91	1.43	.15	M,Th,Sa
"	SFO PH	3.60	2.70	.15	W,Sa
Douala, Fr. W. Africa	IDL AF	1.82	1.37	.15	Weekly
"	BOS AF	1.80	1.35	.15	
"	LGA AO*	2.67	2.008	.45	Dly
Dublin, Eire	LGA AO*	.96	.719	.21	Dly
"	LGA TR	.73	.63	.10	
"	HFD TR	.73	.63	.10	
"	IDL K	1.12	.84	.15	Su,W
Durban, So. Afr.	LGA BO	2.19	1.65	.15	Su,M,T,Th,F
"	LGA AO*	2.77	2.078	.30	Dly
Duesseldorf, Germany	IDL SR	1.13	.85	.15	Su,M,W,F
"	LGA BO	1.17	.88	.15	Su,M,T,Th,F
"	LGA AO*	1.27	.94	.15	Su,M,T,Th,F
"	IDL K*	1.12	.84	.15	T,F
East London, U. of So. Africa	LGA BO	2.30	1.73	.15	Su,M,T,Th,F
Edmonton, Alberta, Canada	LGA T*	8.50	.31	.10	Dly
Eindhoven, Netherlands	LGA AO*	1.17	.86	.15	M,W,Sa
"	BOS AO*	1.16	.86	.15	M
Elizabethville, Belgian Congo	IDL S	2.23	1.67	.15	M,Th,Sa
Entebbe, British Uganda	IDL S	2.23	1.67	.15	M,Th,Sa
Emeraldas, Ecuador	MIA P*	.67	.36	.15	T
"	MSY P*	.73	.43	.15	T
"	BRO P*	.76	.46	.15	M
"	CRP P*	.76	.46	.15	M
"	LAX P*	.90	.69	.15	M
Fairbanks, Alaska	SEC P	.40	.15	.15	Dly
"	OAK TR	.48	.35	.15	Dly
Florianopolis, Brazil	MSY P*	1.57	.72	.05	Dly except Th
"	MIA P*	1.30	.72	.05	Dly except Th
"	MSY P*	1.37	.79	.15	Dly except Th
"	HOU P*	1.40	.82	.15	Dly except W
"	BRO P*	1.40	.82	.15	Dly except W
"	CRP P*	1.40	.82	.15	Dly except W
"	LAX P*	1.54	.96	.15	Dly except W
Fort William, Ontario, Can.	LGA T*	4.30	142	.10	Dly
Fortaleza (Ceara), Brazil	LGA P	1.03	.58	.15	Dly except F
"	MIA P*	.96	.62	.15	Dly except F
"	MSY P*	1.03	.59	.15	Dly except F
"	HOU P*	.96	.62	.15	Dly except Th
"	BRO P*	.96	.62	.15	Dly except Th
"	CRP P*	.96	.62	.15	Dly except Th
"	LAX P*	1.20	.76	.15	Dly except Th
Frankfurt-on-Main, Germany	IDL AF	1.20	.87	.15	Dly
"	BOS P	1.17	.85	.15	Dly
"	LGA AO	1.21	.91	.15	Su,M,T,Sa
"	BOS AO	1.18	.86	.15	M,T,Sa
"	DCA AO	1.23	.91	.15	F
"	PHL AO	1.22	.91	.15	F
"	IDL K	1.13	.85	.15	T,F
"	LGA TR	.92	.77	.124	
"	HFD TR	.92	.77	.124	
"	IDL SW	.92	.77	.124	
"	LGA BO	1.13	.85	.15	Su,M,T,Th,F
"	IDL SS	1.13	.85	.15	Su,M,W,F
"	IDL S	1.21	.89	.15	M,Th,Sa
"	IDL SR	1.13	.85	.15	Su,W
"	IDL AF	1.13	.85	.15	Su,W
"	BOS AF	1.11	.83	.15	
Freetown, Sierra Leone	IDL AF	1.75	1.32	.15	
"	BOS AF	1.73	1.30	.15	
Gander, N. F.	LGA P	.38	.29	.15	Dly
"	BOS P	.35	.26	.15	Dly
"	LGA AO	.38	.28	.15	Dly
"	BOS AO	.35	.26	.15	M,T,W,F,Sa

INTERNATIONAL CARGO TABLES—Continued

RATES (See Note)						RATES (See Note)						RATES (See Note)					
Destination	Airport and Airline	Per 100 Lbs.	Per 100 Lbs.	Per 100 Lbs.	Per 100 Lbs.	Destination	Airport and Airline	Per 100 Lbs.	Per 100 Lbs.	Per 100 Lbs.	Per 100 Lbs.	Destination	Airport and Airline	Per 100 Lbs.	Per 100 Lbs.	Per 100 Lbs.	Per 100 Lbs.
Genoa, Cont'd	BOS AF	1 12	84	15		Havana, Cuba (Continued)	LGA EA	14 1/2	14 1/2	15	Dly	Ispah, Cont'd	HOU P	74	42	15	Dly
British Guiana	LGA P	58	35	15	M,Th		MSY N	14	11	10	Dly		BRO P	74	42	15	Dly
	MIA P	49	29	15	M,Th		MIA N	08	05	10	Dly		CRP P	74	42	15	Dly
	MSY P	55	35	15	M,Th		TPA N	09	07	10	Dly		LAX P	87	56	15	Dly
	HOU P	59	39	15	Su,W		DCA N	16	13	10	Dly						
	BRO P	59	39	15	Su,W		IDL N	18	14	10	Dly		IDL S	2 23	1 67		M,Th,Sa
	CRP P	59	39	15	Su,W		BAL N	17	13	10	Dly		LGA P	1 50	1 12	15	TW,Th,Sa
	LAX P	73	53	15	Su,W		CHI N	13	10	10	Dly		BOS P	50	100	15	TW,Th,Sa
	MIA K	49	29	15	Sa		JAX N	11	08	10	Dly		BOS AF	1 48	1 11	15	Dly
Gibraltar, Gibraltar	LGA AO*	1 08	30	Dly			MOR N	13	10	10	Dly		IDL AF	1 50	1 13	15	Dly
LGA BO	1 18	89	15	Su,M,T,Th,F			ORF N	15	12	10	Dly		IDL SS	2 80	1 13	15	Dly
Glasgow, Scotland	LGA AO	98	72	15	M,W,Sa		SAV N	12	09	10	Dly		LGA AO*	1 73	1 30	15	Dly
	BOS AO	93	70	15	M		EWB N	18	14	10	Dly		LGA BO	1 50	1 13	15	Su,M,T,Th,F*
	LGA TR	78	68				PBL N	17 1/2	13 1/2	10	Dly		EWB TC	1 60	1 10		Frequently
	HFD TR	78	68				BRO B	21	19	10	Su,T,Th		IDL S*	1 62	1 12		Su
	LGA BO	98	72	15	Su,M,T,Th,F		CHI B	21	19	10	Su,T,Th		IDL SR	1 50	1 12	15	Su,W
	IDL SS	96	72	15	Dly		CRP B	20	18	10	Su,T,Th		MIA P*	81	25	15	Dly
	IDL AF	1 12	84	15			DAL B	20	18	10	Su,T,Th		MSY P	48	24	15	Dly
	BOS AF	1 10	82	15	M,T,Th,F,Sa		FTW B	21	19	10	Su,T,Th		BRO P	22	13	15	Dly
	IDL K	96	72	15	Dly		HOU B	18	16	10	Su,T,Th		CRP P	23	16	15	Dly
	UL T	90C	74C	16C	Dly		LRD B	22	20	10	Su,T,Th		LAX P	38	29	15	Dly
	EWB TC	90	70		Frequently		SAT B	20	18	10	Su,T,Th		LGA AO*	2 39	1 78	30	Dly
Gothenburg, Sweden	LGA AO*	1 24	937	21	M,F		ELP A*	26	22	10	Dly						
	IDL SS	1 13	85	15	Dly		LAX A*	32	28	10	Dly						
	IDL AF	1 21	91	15	Dly		SFO A*	34	31	10	Dly						
	BOS AF	1 19	89	15	Dly		HOU SK*	See Note SK									
Guadalajara, Mex.	HOU P	23	17	15	Dly		MSY SK*	See Note SK									
	BRO P	21	13	15	Dly		LGA P	2 50	2 13	15	M,W,F		LGA TW	1 50	1 13	15	Dly
	CRP P	22	15	15	Dly		BOS AO	1 38	1 03	15	W,F		DCA TW	1 80	1 36	15	Dly
	LAX P	30	25	15	Dly		IDL SS	1 22	92	15	Dly		CHI TW	1 57	20	15	Dly
Guam	LAX P	2 00	1 50	15	M,T,Th,F,Sa		IDL SP	20	10	10	Dly		YIP TW	1 55	18	15	Dly
	SFO P	2 00	1 50	15	Su,T,W,F		MIA P	15	09	15	Dly		BOS TW	1 48	11	15	Dly
	PDX P	2 00	1 50	15	M,F								PHL TW	1 52	15	15	Dly
	SEC P	2 00	1 50	15	M,F								IDL SA	1 63	24	15	Su
	OAK TR	1 60	1 17	07 1/2									LGA AO*	2 09	1 54	30	Dly
Guantanamo City, Cuba	MIA P	18	12	15	Twice Dly												
Guatemala City, Guatemala	MIA P	39	19	15	Dly												
	MSY P	34	18	15	Dly												
	HOU P	33	23	15	Twice Dly												
	BRO P	31	19	15	Dly												
	CRP P	37	20	15	Dly												
	LAX P	47	34	15	Dly												
	MSY TA	34	18	15	M,T,W,Th,F												
	MEX TA	17	12		T,Th,Sa												
	HOU SK*	See Note SK															
	MSY SK	20	16														
Guayaquil, Ecuador	MIA P	65	25	15	Dly except Sa												
	MSY P	71	42	15	Dly except Sa												
	HOU P	74	45	15	Dly except F												
	BRO P	74	45	15	Dly except F												
	CRP P	74	45	15	Dly except F												
	LAX P	87	59	15	Dly												
	BRO B	75	46	20	Su,T,Th												
	CHI B	77	47	20	Su,T,Th												
	CRP B	74	45	20	Su,T,Th												
	DAL B	77	47	20	Su,T,Th												
	YIP B	77	47	20	Su,T,Th												
	FTW B	77	47	20	Su,T,Th												
	HOU B	74	45	20	Su,T,Th												
	IND B	76	46	20	Su,T,Th												
	LRD B	75	46	20	Su,T,Th												
	MSY B	71	42	15	Su,T,Th												
	SAT B	74	45	20	Su,T,Th												
	HAV B	60	34	10	Su,T,Th												
	LAX A*	87	57	20	Dly												
	ELP A*	80	51	20	Dly												
	SFO A*	88	58	20	Dly												
	EWB TC	1 75	1 25		Frequently												
	IDL S*	1 62	1 12		M,Th,Sa												
	LGA BO	1 74	1 30	15	Su,M,T,Th,F												
	LGA AO*	1 73	1 29	20	Dly												
Halifax, N.S.	BOS T*	2 64	0755	10	Dly												
Hamburg, Germany	LGA AO*	1 23	92	15	Dly												
	IDL S	1 23	92		M,Th,Sa												
	LGA TR	94	84	12 1/2													
	LGA BO	1 14	86	15	Su,M,T,Th,F												
	IDL SS	1 14	86	15	Su,M,W,F												
	IDL K	1 14	86	15	T,Th,F												
	HFD TR	94	84	12 1/2													
Hamilton, Bermuda	LGA P	28	19	15	Dly												
	LGA BO	20	10	15	Dly												
	UL T	30K	20		F												
	YTO T	30K	20		Su												
Hargeisa, Br.	LGA BO	2 23	1 67	15	Su,M,T,Th,F												
Somaliand	IDL SS	1 19	89	15	Dly												
Hararund, Sweden	MIA P	08	05	15	Several Dly												
Havana, Cuba	CHI CS	20	18	15	Dly												
	YIP CS	20	18	15	Dly												
	HOU CS	15	16	15	Dly												
	MSY CS	14	11	15	Dly												
	STL CS	19	17	15	Dly												
	IND CS	19	17	15	Dly												
	BUJ CS	18	16	15	Dly												
	ELD CS	19	17	15	Dly												
	EVV CS	18	16	15	Dly												
	FWA CS	20	18	15	Dly												
	GRW CS	17	15	15	Dly												
	HOT CS	22	20	15	Dly												
	JAN CS	17	15	15	Dly												
	LIT CS	20	18	15	Dly												
	MEM CS	17	15	15	Dly												
	PIT CS	18	16	15	Dly												
	PIA CS	20	18	15	Dly												
	SHV CS	19	17	15	Dly												

INTERNATIONAL CARGO TABLES—Continued

RATES (See Note)				RATES (See Note)				RATES (See Note)									
Destination	Airport and Airline	Per 100 Lbs. (Under 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Depart	Destination	Airport and Airline	Per 100 Lbs. (Under 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Depart	Destination	Airport and Airline	Per 100 Lbs. (Under 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Depart			
Kingston, Cont'd.	HOUCS	30	20	15	Dly	Lima, Cont'd.	EWRTC	1.20	1.00	Frequently	Managua, Cont'd.	CRCP	40	25	15	Dly	
"	INDCS	31	21	15	Dly	"	ELP A*	1.02	62	20	Dly	"	LAX	35	39	15	Dly
"	JANCS	29	19	15	Dly	"	LAX A*	1.09	68	20	Dly	"	LGA EA	31	44	20	Dly
"	LITCS	31	21	15	Dly	"	SFC A*	1.10	69	20	Dly	"	MIA EA	44	35	20	Dly
"	MEMCS	29	19	15	Dly	"	HOU SK*	See Note SK				"	HAV EA	39	29	15	Dly
"	MSYCS	28	18	15	Dly	"	MSY SK*	See Note SK				"	MSY TA	43	23	M,T,W,Th,F	
"	PUKCS	30	20	15	Dly	Lisala, Belgian Congo	IDL S	2.23	1.67	M,Th,Sa	"	MEX TA	28	15	T,Th,Sa		
"	PIACCS	32	22	15	Dly	Lisbon, Portugal	LGA P	1.01	76	15	Dly except Th	"	HOU SK*	See Note SK			
"	STLCS	31	21	15	Dly	"	BOS P	98	74	15	Dly except Th	"	MSY SK*	See Note SK			
"	SHVCS	31	21	15	Dly	"	LGA AO*	1.41	1.08	21	Dly	Manaos, Brazil	LGA P	1.08	61	15	Dly except Su
"	HUPCS	32	22	15	Dly	"	IDL S	1.40	1.05	M,Th,Sa	"	MIA P	1.01	85	15	Dly	
"	TOLCS	32	22	15	Dly	"	LGA TR	1.15	70	10		"	MSY P	1.08	62	15	Dly except Su
"	MEKCS	33	23	15	Dly	"	HFD TR	1.15	70	10		"	HOU P	1.11	65	15	Dly except Su
"	SGFCS	32	22	15	Dly	"	LGA BO	1.08	70	15	Su,M,T,Th,F	"	BRO P	1.11	65	15	Dly except Su
"	ULT T	23C	24C	M		"	IDL AF	1.14	80	15	Twice Wkly	"	CRP P	1.11	65	15	Dly except Su
"	YTO T	23C	22C	M		"	BOS AF	1.12	84	15		"	LAX P	1.25	70	15	Dly except Su
"	EWRTC	25	22	Frequently		"	LGA TW	1.01	76	15							
"	HOU SK*	See Note SK				"	BOS TW	99	74	15	M,W,F,Sa						
"	MSY SK*	See Note SK				"	YIP TW	1.06	81	15							
Konice, Czech.	LGA AO*	1.46	1.13	15	M,W,Sa	"	CHI TW	1.08	83	15							
"	BOS AO*	1.42	1.02	21	M	"	IDL K	1.18	80	15	Sa						
Koweit, Koweit	LGA BO	1.70	1.28	15	Su,M,T,Th,F	"	EWRTC	1.00	75	25		Manila, Philippines	LGA P	2.50	1.88	15	T,Th,Sa
"	LGA AO*	2.02	1.51	30	Dly	Liverpool, England	LGA AO*	1.02	76	21	Dly	"	SFO P	2.50	1.88	15	T,Th,Sa
Kristiansand, Norway	IDL S	1.13	85	15	T,W,Sa	"	BOS AO*	99	74	15	Su,T,Th,F,Sa	"	SEC P	2.50	1.88	15	T,Th,Sa
"	IDL K	1.13	94	15	Su,T,Th,Sa	Londra, Belgian Congo	IDL S	2.17	1.67	M,Th,Sa	"	LGA P	2.50	1.88	15	T,Th,Sa	
"	LGA AO*	1.25	94	21	Tb	London, England	LGA P	1.03	75	15	Dly	"	BOS P	2.50	1.88	15	T,Th,Sa
La Ceiba, Honduras	MSY TA	43	25	M,W,F		"	BOS P	1.00	73	15	Dly	"	OAK PH	2.37	1.78	15	Tb
"	MEX TA	28	20	T,Th,Sa		"	LGA AO	1.03	77	15	Dly	"	LAX PH*	2.37	1.78	15	Tb
Lagos, Nigeria	LGA AO*	2.04	1.52	30	Dly	"	BOS AO	1.00	75	15	Su,Th	"	PDX PH*	2.37	1.78	15	Tb
"	LGA BO	1.68	1.26	15	T,Th,Sa	"	DCA AO	1.03	80	15	F	"	SEC PH*	2.37	1.78	15	Tb
Lagos, Nigeria	LGA BO	1.68	1.26	15	Su,M,T,Th,F	"	PHL AO	1.04	79	15	F	"	HUR PH	2.37	1.78	15	Tb
"	IDL AF	1.68	1.26	15	Twice Wkly	"	EWRTC	1.12	82	M,Th,Sa	"	LGA PH	2.50	1.94	15	Tb	
"	BOS AF	1.66	1.24	15		"	LGA TR	70	60	10		"	CLE PH*	2.56	1.92	15	Tb
La Guaira, Venezuela	LGA P*	50	32	15	Dly	"	HFD TR	70	60	10		"	YIP PH*	2.55	1.92	15	Tb
"	MIA P*	40	23	15	Dly	"	IDL SW	87	20	20		"	CHI PH	2.26	1.70	15	Four Wkly
"	MSY P*	45	30	15	Dly	"	LGA BO	1.03	77	15	Su,M,T,Th,F	"	MKE PH	2.54	1.91	15	Tb
"	HOU P*	48	33	15	Dly	"	IDL SS	1.30	77	15	Dly	"	DCA PH	2.59	1.95	15	Tb
"	BRO P*	48	33	15	Dly	"	IDL AF	1.09	82	15	Dly	"	EDF NW	2.26	1.70	15	Four Wkly
"	CRP P*	48	33	15	Dly	"	BOS AF	1.07	80	15	Dly	"	CHI NW	2.26	1.70	15	Four Wkly
"	LAX P*	62	47	15	Dly	"	IDL K	1.14	84	15	Dly except M	"	CLE NW	2.26	1.70	15	Four Wkly
"	MIA K	40	23	15	Dly	"	UL T	1.07C	81C	15	Dly	"	YIP NW	2.26	1.70	15	Four Wkly
"	BUJCS	50	33	15	Dly	"	EWRTC	70	60	25		"	LAX NW*	2.26	1.70	15	Four Wkly
"	CHI CS	52	35	15	Dly	London, Ont.	LGA T*	2.14	0.55	10	Dly	"	MKE NW	2.26	1.70	15	Four Wkly
"	YIP CS	52	35	15	Dly	"	IDL SS	1.22	92	15	Dly	"	SEC NW	2.26	1.70	15	Four Wkly
"	EVVCS	51	34	15	Dly	Lulea, Sweden	LGA AO*	1.41	1.05	15		"	DCA NW	2.26	1.70	15	Four Wkly
"	FWA CS	52	35	15	Dly	Luluaburg, Belgian Congo	IDL S	2.23	1.67	M,Th,Sa	"	SEC NW	2.26	1.70	15	Four Wkly	
"	GRWCS	49	32	15	Dly	"	LGA BO	2.23	1.67	M,Th,Sa,Tb,Th,F	"	DCA NW	2.26	1.70	15	Four Wkly	
"	HOUCS	48	33	15	Dly	Lusaka, Northern Rhodesia	IDL S	1.16	86	M,Th,Sa	"	LAX W*	2.50	1.80	20		
"	INDCS	51	34	15	Dly	Luxemburg	LGA AO*	1.09	1.42	30	Dly	"	PDX W*	2.50	1.80	20	
"	JANCS	49	32	15	Dly	Luxor, Egypt	LGA BO	1.62	1.22	20	Su,M,T,Th,F	"	SEC W*	2.50	1.80	20	
"	MEMCS	49	32	15	Dly	Lydda, Israel	LGA TR	1.08	1.27	15		"	IDL AF	2.32	1.74	15	Dly
"	MSYCS	45	30	15	Dly	"	IDL AF	1.50	1.13	15		"	BOS AF	2.63	1.97	15	Dly
"	PUKCS	50	34	15	Dly	"	BOS AF	1.44	1.11	15		"	CHI A*	2.54	1.91	15	Dly
"	PIACCS	53	36	15	Dly	"	LGA AO*	2.09	1.56	30	Dly	"	CLE A*	2.54	1.91	15	Dly
"	STLCS	51	34	15	Dly	"	EWRTC	1.50	1.10	25		"	YIP A*	2.25	1.82	15	Dly
"	SHVCS	51	34	15	Dly	"	IDL K	1.50	1.12	15	Su	"	LGA A*	2.60	1.94	15	Dly
"	HUPCS	52	35	15	Dly	"	IDL S*	1.62	1.12	M,Th,Sa	"	DCA A*	2.59	1.94	15	Dly	
"	TOLCS	52	35	15	Dly	"	LGA BO	1.50	1.13	15							
"	MEKCS	53	36	15	Dly	Lyon, France	IDL AF	1.13	85	15	Dly	Manizales, Colombia	MIA P*	54	28	15	Dly
"	SGFCS	52	35	15	Dly	"	BOS AF	1.11	83	15		"	LGA P*	64	37	15	Dly
"	HAVCS	52	35	15	Dly	"	LGA AO*	1.87	1.21	M,W,Sa	"	MSY P*	60	35	15	Dly	
"	KINCS	34	17	15		"	BOS AO*	1.13	85	21	M	"	HOU P*	45	38	15	Dly
"	EWRTC	45	35	25		Maceio, Brazil	LGA P*	1.17	66	15	M,W,Sa	"	BRO P*	63	38	15	Dly
La Paz, Bolivia	MIA P*	1.07	58	15	Dly except T	"	MIA P*	1.10	60	15	M,W,Sa	"	CRP P*	63	38	15	Dly
"	MSY P*	1.13	65	15	Dly except T	"	BOS P*	1.17	67	15	M,W,Sa	"	LAX P*	76	52	15	Dly
"	HOU P*	1.16	68	15	Dly except M	"	HOU P*	1.20	70	15	Su,Tb	Manono, Belgian Congo	IDL S	2.23	1.67	M,Th,Sa	
"	BRO P*	1.16	68	15	Dly except M	"	BRO P*	1.20	70	15	Su,Tb	Manoa, Ecuador	MIA P*	65	35	15	M,T,W,Sa
"	CRP P*	1.16	68	15	Dly except M	"	CRP P*	1.20	70	15	Su,Tb	"	MSY P*	71	42	15	M,T,W,Sa
"	LAX P*	1.29	82	15	Dly except M	"	LAX P*	1.29	82	15	Su,Tb	"	HOU P*	74	55	15	Su,M,W,F
"	EWRTC	1.42	1.24	Frequently		Madrid, Spain	LGA AO*	1.34	1.00	21	Dly	"	BRO P*	74	55	15	Su,M,W,F
"	DAL B	1.19	70	20	Su,Th	"	LGA TR	1.20	95	10		"	CRP P*	74	55	15	Su,M,W,F
"	HOU B	1.16	68	20	Su,Th	"	HFD TR	1.20	95	10		"	LAX P*	87	50	15	Su,M,W,F
"	ELP A*	1.22	74	20	Dly	"	LGA BO	1.10	83	15	Su,M,T,Th,F	"	MIA P*	14	09	15	Dly
"	LAX A*	1.29	80	20	Dly	"	IDL AF	1.10	83	15		Maracaibo, Venezuela	MIA P*	40	22	15	Dly
"	SFO A*	1.30	81	20	Dly	"	BOS AF	1.08	81	15		"	LGA P*	50	31	15	Dly
"	HOU SK*	See Note SK				"	LGA TW	1.10	83	15	M,W,F,Sa	"	MSY P*	45	38	15	Dly
"	MSY SK*	See Note SK				"	BOS TW	1.08	81	15		"	HOU P*	48	32	15	Dly
Leopoldville, Belgian Congo	LGA P	2.25	1.69	15	M,Th	"	CHI TW	1.17	90	15		"	BRO P*	48	32	15	Dly
"	BOS P	2.22	1.67	15	Su,Th	"	YIP TW	1.15	88	15		"	CRP P*	48	32	15	Dly
"	LGA AO*	2.35	1.77	30	Su,Tb	"	IDL K	1.12	84	15	W	"	LAX P*	62	46	15	Dly
"	IDL S	2.01	1.52	M,Th,Sa		"	EWRTC	1.08	75	25		"	MIA K	40	22	15	Dly
Lethbridge, Alberta, Canada	LGA T*	8.50	31	10	Dly	"	IDL S	1.34	1.01	M,Th,Sa	Mariehamn, Finland	LGA AO*	1.33	99	21	M,W,F	
Libenge, Belgian Congo	CTB W	.04				Madras, India	LGA AO*	2.39	1.79	15	Dly	"	BOS AO*	1.30	99	21	W,F
Liege, Belgium	IDL S	2.23	1.67	M,Th,Sa		Managua, Colombia	MIA P*	47	24	15	Dly	Marneille, France	LGA AO*	1.23	91	30	Dly
Lima, Peru	MIA P*	87	46	15	Dly	"	LGA P*	57	33	15	Dly	"	BOS AO*	1.20	89	30	Su,Th
"	MSY P*	93	53	15	Dly	"	MSY P*	57	33	15	Dly	"	LGA BO	1.22	92	15	Su,M,T,Th,F
"	HOU P*	96	56	15	Dly	"	HOU P*	56	34	15	Dly	"	IDL AF	1.16	87	15	Dly
"	BRO P*	96	56	15	Dly	"	BRO P*	56	34	15	Dly	"	BOS AF	1.14	85	15	Dly
"	CRP P*	96	56	15	Dly	"	CRP P*	56	34	15	Dly	"	IDL S*	1.26	95	M,Th,Sa	
"	LAX P*	1.09	70	15	Dly	Malmo, Sweden	LAX P*	70	48	15	Dly	"	LGA P	1.25	80	Su,W,Th	
"	HOU B	96	56	20	Su,Tb	"	IDL AF	1.21	91	15	Dly	"	BOS P	1.20	87	15	Su,W,Th
"	IND B	98	57	20	Su,Tb	"	BOS AF	1.19	89	15	Dly	Matadi, Belgian Congo	IDL S	2.12	1.62	M,Th,Sa	
"	IRB B	97	47	20	Su,Tb	"	LGA TR										

INTERNATIONAL CARGO TABLES—Continued

RATES (See Note)					RATES (See Note)					RATES (See Note)								
Destination	Airport and Airline	Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Destination	Airport and Airline	Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value	Destination	Airport and Airline	Per Lb. (Under 100 Lbs.)	Per Lb. (Over 100 Lbs.)	Per \$100 Value				
Medan, Sumatra	ICA FO	2.27	1.71	15	Su,M,T,Th,F	Nairobi, Cont'd.	IDL SS	1.90	1.43	15	Su,M,W,F	Ostrava,	Czechoslovakia	CGA AO	1.37	1.003	21	M,W,Sa
Medellin, Colombia	IDL K	1.41	1.70	15	Su,T,W,F	Nandi, Fiji	SFO BO*	1.78	1.31	15	Su,M,T,Th,F	BOS AO	1.34	1.073	21	M		
"	MIA P	41	35	15	Dly	"	SFO BC	1.75	1.31	15	M,T,F	Ottawa, Ont.	Canada	LGA C	07			Dly
"	LGA P	61	35	15	Su,Th	"	HJR BC	1.04	1.78	15	M & Alr,Th,F	Palembang, N.E.I.	LGA BO	2.25	1.69	15	Dly	
"	MSY P	57	33	15	Dly	"	VR BC	1.06	1.39	15	Dly	IDL K	2.25	1.69	15	Su,T,W,F		
"	HOU P	60	35	15	Dly	Naples, Italy	LGA AO*	1.43	1.057	21	Dly	BOS AO	1.43	1.067	21	M,W,Sa		
"	BRO P	60	35	15	Dly	Nassau, Bahamas	IDL S	1.39	1.05	15	M,Th,Sa	LGA AO	1.39	1.067	21	M		
"	CRP P	60	35	15	Dly	"	MIA P	07	04	15	Dly	"						
"	LAX P	73	50	15	Dly	"	UL T	23	21									
Merida, Mexico	CRP P	31	20	15	Dly	"	YTO T	21	19									
"	MSY P	22	11	15	Dly	Natal, Brazil	EWR TC	14	12		Frequently	Panama City,	Panama	MIA P	39	19	15	Dly
"	HOU P	33	22	15	Dly	"	LGA P	1.10	1.02	15	Sa,Th,Sa	"	MSY P	45	26	15	Dly	
"	BRO P	30	18	15	Dly	"	MIA P	1.03	1.03	15	Sa,Th,Sa	"	HOU P	48	29	15	Dly	
"	CRP P	31	20	15	Dly	"	MSY P	1.10	1.03	15	Sa,Th,Sa	"	BRO P	48	29	15	Dly	
"	LAX P	46	33	15	Dly	"	HOU P	1.13	1.02	15	W,F,Sa	"	CRP P	48	29	15	Dly	
"	DAL B	50			Dly	"	BRO P	1.13	1.02	15	W,F,Sa	"	LAX P	61	43	15	Dly	
"	FTW B	50			Dly	"	CRP P	1.13	1.02	15	W,F,Sa	"	MSY TA	64	45		M,Th,Sa	
"	SAT B	46			Dly	"	LAX P	1.13	1.02	15	W,F,Sa	"	MIA K	1.41	1.02	15	T,Sa	
"	LAX P	46			Dly	"	EWR TC	1.40	1.20		Frequently	Paramaribo,	Surinam	LGA P	64	39	15	M,Th
Mexicali, Mexico	"					"	IDL S	2.23	1.67	15	Su,M,T,Th,F	"	MIA P	57	33	15	M,Th	
Mexico City,	"					"	LGA BO	1.94	1.46	15	Su,M,T,Th,F	"	MSY P	64	40	15	M,Th	
"	MIA P	44	22	15	Dly	"	BOS AF	2.26	1.70	15	Weekly	"	HOU P	67	43	15	Su,W	
"	MSY P	38	21	15	Dly	Nice, France	IDL AO*	1.27	947	21	Dly	"	BRO P	67	43	15	Su,W	
"	HOU P	16	12	15	Dly	"	LGA S	1.23	92	15	Su,M,W,F	"	LAX P	81	47	15	Su,W	
"	BRO P	14	09	15	Dly	"	IDL SR	1.23	92	15	Su,M,W,F	"	MIA K	57	33	15	Su,W,Sa	
"	CRP P	15	10	15	Dly	"	LGA BO					"	IDL K	1.06	87	15	Dly	
"	LAX P	30	25	15	Dly	"	IDL SR	1.18	80	15	M,Th,Sa	Paris, France	LGA P	1.06	87	15	M,Th,Sa	
"	MSY TA	51	35		M,W,F	"	IDL K	1.17	88	15	M,Th,Sa	"	LGA TR	85	70	123		
"	DAL A	20			Dly	"	IDL SR	1.17	88	15	Su,W	"	HFD TR	85	70	123		
"	LAX A	20			Dly	"	BOS AF	1.73	296	30	Dly	"	IDL SW	91	74	20	Dly	
"	ELP A	25			Dly	"	LGA BO	1.50	13	15	Su,M,T,Th,F	"	LGA BO	1.09	82	15	Su,M,T,Th,F	
"	SAT A	30			Dly	"	IDL SR	1.17	88	15	Su,W	"	IDL SS	1.09	82	15	Su,M,W,F	
"	HOU SK*	See Note SK				"	IDL SR	1.17	88	15	Su,W	"	IDL AF	1.09	82	15	Dly	
Midway Island	LAX P	1.18	89	15	Su,T,W,Th,F	Nicoma, Cyprus	IDL SR	1.17	88	15	Su,W	"	BOS AF	1.07	80	15	Dly	
"	SFO P	1.18	89	15	Su,T,W,Th,F	Nome, Alaska	SEC P	5.50	23	15	Su,W	"	LGA TW	1.09	82	15	Dly	
"	PDX P	1.18	89	15	Su,T,W,Th,F	Norfolk, Sweden	IDL SS	1.16	87	15	Dly	"	BOS TW	1.07	80	15	Sa	
"	SAT P	1.18	89	15	Su,T,W,Th,F	North Bay, Ont.,	"					"	PHL TW	1.11	83	15	Dly	
"	OAK TR	1.06	77	074		Canada	LGA T*	2.64	0753	10	Dly	"	LGA TW	1.09	82	15	Dly	
Milan, Italy	IDL AF	1.20	90	15	Dly	Noumea, New	LAX P	2.01	1.52	15	M,Th	"	BOS TW	1.07	80	15	Sa	
"	IDL AF	1.18	88	15	Dly	Caledonia	SFO P	2.01	1.52	15	M,Th	"	PHL TW	1.11	83	15	Dly	
"	IDL SW	1.06	85	15	Dly	"	PDX P	2.01	1.52	15	M	"	YIP TW	1.14	87	15	Th	
"	LGA AO*	31	98	15	Dly	Nueva Grenoa (Isle	SEC P	2.01	1.52	15	M	"	CHI TW	1.16	89	15	Th	
"	IDL S	31	98	15	M,Th,Sa	de Fines), Cuba	"					"	LGA P	1.09	82	15	Dly	
"	LGA TR	1.09	85	15	Dly	Nueva Ocotepoque,	"					"	BOS P	1.09	82	15	Dly	
"	HFD TR	1.09	85	15	Dly	Hon.	MIA EA	14		Dly	"	EWR TC	35	65	15	Dly		
"	IDL SS	1.24	93	15	Su,M,W,F	"	"					"	LGA P				T,Th	
"	LGA BO	1.20	98	15	Su,M,T,Th,F	"	"					"	BOS P				T,Th	
"	IDL K	1.20	90	15	Su,M,T,Th,F,Sa	"	"					"	LGA P				T,Th	
"	HFD TR	1.09	85	15	Dly	"	"					"	LGA P				T,Th	
"	IDL S	31	98	15	Dly	"	"					"	LGA P				T,Th	
"	LGA TR	1.09	85	15	Dly	"	"					"	LGA P				T,Th	
"	HFD TR	1.09	85	15	Dly	"	"					"	LGA P				T,Th	
"	IDL S	31	98	15	Dly	"	"					"	LGA P				T,Th	
"	LGA TR	1.09	85	15	Dly	"	"					"	LGA P				T,Th	
"	HFD TR	1.09	85	15	Dly	"	"					"	LGA P				T,Th	
"	IDL S	31	98	15	Dly	"	"					"	LGA P				T,Th	
"	LGA TR	1.09	85	15	Dly	"	"					"	LGA P				T,Th	
"	HFD TR	1.09	85	15	Dly	"	"					"	LGA P				T,Th	
"	IDL S	31	98	15	Dly	"	"					"	LGA P				T,Th	
"	LGA TR	1.09	85	15	Dly	"	"					"	LGA P				T,Th	
"	HFD TR	1.09	85	15	Dly	"	"					"	LGA P				T,Th	
"	IDL S	31	98	15	Dly	"	"					"	LGA P				T,Th	
"	LGA TR	1.09	85	15	Dly	"	"					"	LGA P				T,Th	
"	HFD TR	1.09	85	15	Dly	"	"					"	LGA P				T,Th	
"	IDL S	31	98	15	Dly	"	"					"	LGA P				T,Th	
"	LGA TR	1.09	85	15	Dly	"	"					"	LGA P				T,Th	
"	HFD TR	1.09	85	15	Dly	"	"					"	LGA P				T,Th	
"	IDL S	31	98	15	Dly	"	"					"	LGA P				T,Th	
"	LGA TR	1.09	85	15	Dly	"	"					"	LGA P				T,Th	
"	HFD TR	1.09	85	15	Dly	"	"					"	LGA P				T,Th	
"	IDL S	31	98	15	Dly	"	"					"	LGA P				T,Th	
"	LGA TR	1.09	85	15	Dly	"	"					"	LGA P				T,Th	
"	HFD TR	1.09	85	15	Dly	"	"					"	LGA P				T,Th	
"	IDL S	31	98	15	Dly	"	"					"	LGA P				T,Th	
"	LGA TR	1.09	85	15	Dly	"	"					"	LGA P				T,Th	
"	HFD TR	1.09	85	15	Dly	"	"					"	LGA P				T,Th	
"	IDL S	31	98	15	Dly	"	"					"	LGA P				T,Th	
"	LGA TR	1.09	85	15	Dly	"	"					"	LGA P				T,Th	
"	HFD TR	1.09	85	15	Dly	"	"					"	LGA P				T,Th	
"	IDL S	31	98	15	Dly	"	"					"	LGA P				T,Th	
"	LGA TR	1.09	85	15	Dly	"	"					"	LGA P				T,Th	
"	HFD TR	1.09	85	15	Dly	"	"					"	LGA P				T,Th	
"	IDL S	31	98	15	Dly	"	"					"	LGA P				T,Th	
"	LGA TR	1.09	85	15	Dly	"	"					"	LGA P				T,Th	
"	HFD TR	1.09	85	15	Dly	"	"					"	LGA P				T,Th	
"	IDL S	31	98	15	Dly	"	"					"	LGA P				T,Th	
"	LGA TR	1.09	85	15	Dly	"	"					"	LGA P				T,Th	
"	HFD TR	1.09	85	15	Dly	"	"					"	LGA P				T,Th	
"	IDL S	31	98	15	Dly	"	"					"	LGA P				T,Th	
"	LGA TR	1.09	85	15	Dly	"	"					"	LGA P				T,Th	
"	HFD TR	1.09	85	15	Dly	"	"					"	LGA P				T,Th	
"	IDL S	31	98	15	Dly	"	"					"	LGA P				T,Th	
"	LGA TR	1.09	85	15	Dly	"	"					"	LGA P				T,Th	
"	HFD TR	1.09	85	15	Dly	"	"					"	LGA P				T,Th	
"	IDL S	31	98	15	Dly	"	"					"	LGA P				T,Th	
"	LGA TR	1.09	85	15	Dly	"	"					"	LGA P				T,Th	
"	HFD TR	1.09	85	15	Dly	"	"					"	LGA P				T,Th	
"	IDL S	31	98	15	Dly	"	"					"	LGA P				T,Th	
"	LGA TR	1.09	85	15	Dly	"	"					"	LGA P				T,Th	
"	HFD TR	1.09	85	15	Dly	"	"					"	LGA P				T,Th	
"	IDL S	31	98	15	Dly	"	"					"	LGA P				T,Th	
"	LGA TR	1.09	85	15	Dly	"	"					"	LGA P				T,Th	
"	HFD TR	1.09	85	15	Dly	"	"					"	LGA P				T,Th	
"	IDL S	31	98	15	Dly	"	"					"	LGA P				T,Th	
"	LGA TR	1.09	85	15	Dly	"	"					"	LGA P				T,Th	
"	HFD TR	1.09	85	15	Dly	"	"					"	LGA P				T,Th	
"	IDL S	31	98	15	Dly	"	"					"	LGA P				T,Th	
"	LGA TR	1.09	85	15	Dly	"	"					"	LGA P				T,Th	
"	HFD TR	1.09	85	15	Dly	"	"											

INTERNATIONAL CARGO TABLES—Continued

RATES (See Note)					RATES (See Note)					RATES (See Note)							
Destination	Airport and Airline	Per 100 Lbs. (Under 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	Per 100 Lbs. (Under 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Per \$100 Value	Depart	Destination	Airport and Airline	Per 100 Lbs. (Under 100 Lbs.)	Per 100 Lbs. (Over 100 Lbs.)	Per \$100 Value	Depart
Prague, Cont'd.	HFD TR 1:00 85 121					St. Croix, Cont'd.	MIA P* .20 15 .15					Sao Salvador, Cont'd	CRP P* 1:28 75 15				Dly except Th
"	IDL SW 1:00 83 20					"	BOS T* 2 14 056					"	LAX P* 1:42 80 15				Dly except Th
"	LGA BO 1:20 90 15				Sa,M,T,Th,F	St. John, N.B.						"	EDW NW 2:26 170 15				Four Wkly
"	IDL SR 1:20 90 15				Sa,M,T,Th,F	St. John, Antigua, B.W.I.	LGA P* 34 24 15				Th,Sa	"	CHI NW 2:26 170 15				Four Wkly
"	IDL AF 1:20 90 15				Dly except W	"	MIA P* 35 18 15				Th,Sa	"	CLE NW 2:26 170 15				Four Wkly
"	BOS AF 1:18 88 13				Dly except W	St. John, N. F.	LGA AO* 42 32 15				Dly	"	YIP NW 2:26 170 15				Four Wkly
"	IDL K 1:20 90 15				Sa,T,W,Th,F	"	BOS AO* 40 30 15				T,W,F,Sa	"	LAX NW 2:26 170 15				Four Wkly
"	EWRTC 1:00 85 23					"	BOS T 4 80 1655				Dly	"	MKEN NW 2:26 170 15				Four Wkly
"	IDL SR 1:30 95				Sa,W	St. Lucia, B.W.I.	LGA P* 40 27 15				Th,Sa	"	MPN NW 2:26 170 15				Four Wkly
Preston, Cuba	MIA P* 20 10 15				Dly	"	MIA P* 33 21 15				Th,Sa	"	LGA NW 2:26 170 15				Four Wkly
"	LGA BO 96 72 15				M,W,Sa	St. Thomas, Virgin Is. (U.S.)	LGA P* 26 21 15				Th,Sa	"	PDX NW 2:26 170 15				Four Wkly
Prestwick, Scotland	LGA AO 96 72 15				M	"	MIA P 19 15 15				Th,Sa	"	SFO NW 2:26 170 15				Four Wkly
"	BOS AO 93 70 15				M	Salsbury, So. Rhod.	EWRTC 55 30				Frequently	"	SEC NW 2:26 170 15				Four Wkly
"	IDL SR 96 72 20				Dly	"	LGA BO 2 02 152				15 Sa,M,T,Th,F	"	DCA NW 2:26 170 15				Four Wkly
"	IDL T 90 67 15				Dly	Salta, Argentina	LGA AO* 252 1872 30				Dly	"	LAX P 2:40 180 15				
"	IDL SW 81 65 20					"	MIA P 124 68 15				F	"	SFO P 2:40 180 15				
"	IDL K 96 72 15				T,Th,F,Sa	"	MSY P 130 75 15				F	"	SEC P 2:40 180 15				
Puerto, Puerto	LGA BO 96 72 15				Sa,T,F	"	HOU P 133 78 15				Th	"	LGA P 92 69 15				Dly
"	DAL B 41 17				Dly	"	BRO P 133 78 15				Th	"	BOS P 92 67 15				Dly
"	FTW B 41 17				Dly	"	CRP P 133 78 15				Th	"	LGA AO 92 69 15				Sa,T,Th,F,Sa
"	LRD B 27 17				Dly	"	LAX P 146 92 15				Th	"	DCA AO 84 72 15				F
"	SAT B 34 17				Dly	San Ignacio de Velasco, Bolivia	MIA P* 1 16 63				15 M,F	"	PHL AO 93 71				F
Puerto Cabezas, Nic.	MSY TA 60 47				M,W,F	"	MSY P* 1 22 70				15 M,F	"	ATL TR 62 60				15 M,T
"	MEX TA 45 35				T,Th,Sa	"	HOU P* 1 25 73				15 Sa,Th	"	PHD TR 68 58				10
Puerto Cortez, Hond.	MSY TA 45 35				M,W,F	"	BRO P* 1 25 73				15 Sa,Th	"	IDL SW 77 61				20
"	MEX TA 25 19				T,Th,Sa	"	CRP P* 1 25 73				15 Sa,Th	"	UL T 05C 72C				15C M,W
Puerto Suarez, Bolivia	MIA P* 1 16 63				15 M,W,Sa	San Jose, Bolivia	LAX P* 1 39 87				15 Sa,Th	"	LGA BO 92 69				15 M,T
"	MSY P* 1 22 73				15 M,W,Sa	"	MIA P* 1 16 63				15 M,F	"	IDL K 92 69				15 Sa,W
"	BRO P* 1 25 73				15 Th,F	"	MSY P* 1 22 70				15 Sa,Th	"	LGA TW 92 69				15 Dly
"	LAX P* 1 39 87				15 Sa,T,F	"	HOU P* 1 25 73				15 Sa,Th	"	BOS TW 90 67				15 Sa
"	HOU P* 1 25 73				15 Sa,T,F	"	BRO P* 1 25 73				15 Sa,Th	"	PHL TW 94 71				15 Sa
"	CRP P* 1 25 73				15 Sa,T,F	"	CRP P* 1 25 73				15 Sa,Th	"	YIP TW 97 74				15 Th
"	MIA P* 1 16 63				15 Dly except Sa	"	LAX P* 1 39 87				15 Sa,Th	"	DCA TW 95 72				15 Th
Quito, Ecuador	MSY P* 70 41				15 Dly except F	San Jose, Costa Rica	MIA P* 48 24 15				Dly	"	CHI TW 96 76				25
"	HOU P* 73 44				15 Dly except Th	"	MSY P* 45 26 15				Dly	"	IDL SR 92 69				15 Sa,W
"	BRO P* 73 44				15 Dly except Th	"	HOU P* 47 29 15				Dly	"	IDL K 92 69				15 Sa,W,F
"	CRP P* 73 44				15 Dly except Th	"	BRO P* 45 26 15				Dly	"	LGA TW 92 69				15 Frequently
"	LAX P* 86 58				15 Dly except Th	"	CRP P* 45 26 15				Dly	"	PHL TR 2:45 157				25 Frequently
"	HOU SK* See Note SK					"	MSY TA 46 28 15				Dly	"	LGA BO 2:22 167				15 Sa,M,T,Th,F
"	MSY SK* See Note SK					"	LAX P* 61 42 15				Dly	"	IDL AF 2:22 167				15 Sa,T
"	LGA BO 2:09 157				15 Sa,M,T,Th,F	"	MEX TA 31 20				T,Th,Sa	"	BOS AF 2:20 163				15
Rangoon, India	LGA P* 1 14 64				15 Dly except F	"	MIA K				M,Sa	"	IDL K 2:22 167				15 Sa,T
Recife (Pernambuco), Brazil	MIA P* 1 07 58				15 Dly except F	"	HOU SK* See Note SK					"	EWRT TC 2:40 200				15 Frequently
"	MSY P* 1 14 65				15 Dly except Th	San Juan, Puerto Rico	MIA P* 22 18 15				Five Dly	"	MSY TA 55 43				15 M,W,F
"	HOU P* 1 17 68				15 Dly except Th	"	LGA TC 30 20				Twice Dly	"	MEX TA 43 33				15 T,Th,Sa
"	BRO P* 1 17 68				15 Dly except Th	"	EWRT TC 30 20					"	LGA AO* 1 62 1214				21 M,W,Sa
"	CRP P* 1 17 68				15 Dly except Th	"	LAX P* 31 20					"	IDL SS 1 41 06				15 Sa,M,W,F
"	LAX P* 1 31 82				15 Dly except Th	San Pedro, Sala, Honduras	MSY TA 42 24				M,W,F	"	"				
Regina, Sask., Canada	LGA T* 7 00 25				10 Dly	"	MEX TA 25 18				T,Th,Sa	"	"				
Reunion Island	IDL AF 2:36 177				15 Weekly	San Salvador, El Salvador	MIA P* 42 21 15				Dly	"	"				
Reykjavik, Iceland	LGA AO 77 88 15				M,W	"	MSY P* 38 19 15				Dly	"	"				
"	BOS AO 74 85 15				W	"	HOU P* 36 24 15				Dly	"	"				
"	EWRTC 65 50				Frequently	"	BRO P* 34 20 15				Dly	"	"				
Rio de Janeiro, Brazil	LGA P* 1 24 70				15 Dly	"	CRP P* 35 22 15				Dly	"	"				
"	MSY P* 1 17 64				15 Dly	"	LAX P* 50 35 15				Dly	"	"				
"	MSY P* 1 24 71				15 Dly	"	MSY TA 38 19				M,F,W,Th,F	"	"				
"	IDL AF 1 27 74				15 Dly	"	MEX TA 20 13				T,Th,Sa	"	"				
"	BRO P* 1 27 74				15 Dly	"	HOU SK* See Note SK					"	"				
"	CRP P* 1 27 74				15 Dly	"	MSY P* 21 16					"	"				
"	LAX P* 1 41 88				15 Dly	Santa Clara, Cuba	MIA P* 13 09 15				Dly	"	"				
"	EWRTC 1 25 84				Frequently	Santa Cruz, Bolivia	MIA P* 1 16 63				15 M,W,F,Sa	"	"				
"	DAL B 1 31 95				20 Sa,T	"	MSY P* 1 21 69				15 M,W,F,Sa	"	"				
"	HOU B 1 36 90				20 Sa,T	"	HOU P* 1 22 72				15 Sa,T,Th,F	"	"				
"	ELP A* 1 33 80				20 Dly	"	BRO P* 1 24 72				15 Sa,T,Th,F	"	"				
"	LAX A* 1 41 88				20 Dly	"	CRP P* 1 24 72				15 Sa,T,Th,F	"	"				
"	SFO A* 1 42 89				20 Dly	"	LAX P* 1 37 86				15 Sa,T,Th,F	"	"				
"	HOU SK* See Note SK					"	"					"	"				
"	MSY SK* See Note SK					Santa Maria, Azores	LGA P 78 59 15				Dly except F	"	"				
Roberts Field, Liberia	IDL AF 1 75 132				15 Thrice Wkly	"	BOS P 75 57 15				Sa,T,W,Th,Sa	"	"				
"	BOS AF 1 73 130				15 Thrice Wkly	Santa Marta, Colombia	MIA P* 46 23 15				Dly	"	"				
"	LGA P 1 73 130				15 Thrice Wkly	"	LGA P* 56 32 15				Sa,Th	"	"				
"	BOS P 1 73 130				15 Thrice Wkly	"	MSY P* 52 30 15				Dly	"	"				
Robore, Bolivia	MIA P* 1 16 63				15 M	"	HOU P* 55 33 15				Dly	"	"				
"	MSY P* 1 22 70				15 M	"	BRO P* 55 33 15				Dly	"	"				
"	HOU P* 1 25 73				15 Su	"	CRP P* 55 33 15				Dly	"	"				
"	BRO P* 1 25 73				15 Su	"	LAX P* 69 47 15				Dly	"	"				
"	CRP P* 1 25 73				15 Su	"	MIA P* 130 72 15				Dly	"	"				
"	LAX P* 1 39 87				15 Su	"	MSY P* 137 79 15				Dly	"	"				
"	BRO AF 2:01 181				15 Sa,M,T,Th,Sa	"	HOU P* 140 82 15				Dly	"	"				
Rome, Denmark	IDL SR 1 17 88				15 Sa,M,W,F	"	CRP P* 140 82 15				Dly	"	"				
"	LGA AO* 1 36 102				15 Dly	"	LAX P* 153 96 15				Dly	"	"				
"	IDL S 1 36 102				15 M,Th,Sa	"	EWRT TC 1 40 100				Frequently	"	"				
"	HFD TR 1 05 90				15 Dly	Santiago, Cuba	MIA P 18 09 15				Four Dly	"	"				
"	IDL SW 1 12 90				15 Dly	Sao Luis, Brazil	LGA P* 85 46 15				Sa,T,Th,Sa	"	"				
"	LGA BO 1 24 94				15 Sa,M,T,Th,F	"	MSY P* 92 53 15				Sa,T,Th,Sa	"	"				
"	IDL SR 1 24 93				15 Dly	"	HOU P* 95 56 15				M,W,F,Sa	"	"				
"	BOS AF 1 22 91				15 Dly	"	BRO P* 95 56 15				M,W,F,Sa	"	"				
"	IDL K 1 24 93				15 Sa,T,W	"	CRP P* 95 56 15				M,W,F,Sa	"	"				
"	LGA TW 1 36 102				15 M,F,Sa	"	LAX P* 1 09 70				15 M,W,F,Sa	"	"				
"	BOS TW 1 22 92				15 M,F,Sa	"	LGA P* 1 24 70				15 Dly	"	"				
"	PHL TW 1 29 99				15 Su	"	MIA P* 1 35 70				15 Dly	"	"				
"	YIP TW 1 31 101				15 Tu,Sa	"	MSY P* 92 53 15				Dly	"	"				
"	CHI TW 1 27 97				15 Tu,Sa	"	HOU P* 1 27 74				15 Dly	"	"				
"	IDL SR 1 24 93				15 Sa,W	"	CRP P* 1 27 74				15 Dly	"	"				
"	DCA TW 1 35 98				20 Sa	"	LAX P* 1 41 88				15 Dly	"	"				
"	LGA P 1 33 95				15 T,Sa	"	EWRT TC 1 40 85				Frequently	"	"				
"	BOS P 1 30 92				15 T,Sa												

INTERNATIONAL CARGO TABLES—Continued

RATES (See Note)										RATES (See Note)										RATES (See Note)									
Destination	Airport and Airline	Per 100 Lbs.	Per 100 Lbs.	Per 100 Lbs.	Per 100 Lbs.	Depart	Destination	Airport and Airline	Per 100 Lbs.	Per 100 Lbs.	Per 100 Lbs.	Per 100 Lbs.	Depart	Destination	Airport and Airline	Per 100 Lbs.	Per 100 Lbs.	Per 100 Lbs.	Per 100 Lbs.	Depart									
Tanarive, Com'd.	BOS AF	3.28	1.71	15			Trujillo, Honduras	MSY TA	.48	37	...	M,W,F	Victoria, Brazil	LGA P*	1.30	.74	.20	M,W,Sa											
Tangier, Morocco	LGA AO*	1.81	1.128	.27	Dly		"	MEX TA	.32	32	...	T,Th,Sa	"	MIA P*	1.23	.68	.30	M,W,Sa											
"	BOS AO*	1.48	1.18	15	Sa,Th		Taipei, China	CHI NW*	2.79	2.13	15	Four Wkly	"	MSY P*	1.20	.75	.20	M,W,Sa											
"	IDL AF	1.30	.98	15	"		"	CLE NW*	2.83	2.15	15	Four Wkly	"	HOU P*	1.33	.78	.20	M,W,Sa											
Tapachula, Mexico	BOS AF	1.28	.98	15	"		"	YIP NW*	2.81	2.14	15	Four Wkly	"	BRO P*	1.33	.78	.20	Sa,T,F											
"	IDL S*	1.63	1.22	...	M,Th,Sa		"	LAX NW*	2.63	2.01	15	Four Wkly	"	CRP P*	1.33	.78	.20	Sa,T,F											
"	MIA P*	.42	.21	15	M,W,F		"	MKE NW*	2.79	2.13	15	Four Wkly	"	LAX P*	1.47	.92	.30	Sa,T,W											
"	MSY P*	.39	.19	15	M,W,F		"	MPS NW*	2.77	2.11	15	Four Wkly	"	Victoria, B. C.	LGA T*	10.13	.375	...	Dly										
"	HOU P*	.30	.21	15	T,Th,Sa		"	LGA NW*	2.86	2.18	15	Four Wkly	"	Victoria de las	"	MIA P*	.14	.09	.10	Dly									
"	BRO P*	.27	.17	15	T,Th,Sa		"	PIT NW*	2.83	2.16	15	Four Wkly	"	Tunua, Cuba	"	"	"	"	"										
"	CRP P*	.28	.19	15	T,Th,Sa		"	PDX NW*	2.63	2.01	15	Four Wkly	"	Victoria Falls	LGA BO	2.02	1.52	15	Sa,M,T,Th,F										
"	LAX P*	.43	.33	15	M,W,F		"	SFO NW*	2.63	2.01	15	Four Wkly	"	Vienna, Austria	LGA P	1.56	.96	.20	Dly										
Tegucigalpa, Honduras	"	"	"	"	"		"	SEC NW*	2.63	2.01	15	Four Wkly	"	"	BOS P	1.53	.94	.20	Dly										
"	MIA P*	.47	.23	15	Dly		Tucuman, Argentina	DCA NW*	2.84	2.18	15	Four Wkly	"	"	LGA AO*	1.24	1.01	15	Dly										
"	MSY P*	.40	.22	15	Dly		"	MIA P*	1.28	.71	15	F	"	"	LGA SI	1.35	.90	25	Frequently										
"	HOU P*	.39	.26	15	Dly		"	MSY P*	1.34	.78	15	F	"	"	LGA TR	1.65	.90	124	"										
"	BRO P*	.37	.22	15	Dly		"	HOU P*	1.37	.81	15	Th	"	"	IDL AF	1.24	.98	15	Sa,M,T,Th,F										
"	CRP P*	.38	.24	15	Dly		"	BRO P*	1.37	.81	15	Th	"	"	IDL SR	1.23	.98	15	Sa,M,T,Th,F										
"	LAX P*	.43	.34	10	Dly		"	CRP P*	1.37	.81	15	Th	"	"	EWRT TC	1.20	.90	15	Sa,M,W,F										
"	MSY TA	.40	.22	...	M,T,W,Th,F		Tunao, Colombia	LAX P*	1.60	.95	15	Th	"	"	IDL SR	1.24	.93	15	Sa,M,W,F										
"	MEX TA	.28	.16	...	T,Th,Sa		"	LGA P*	.75	.41	15	Th	"	"	IDL SR	1.24	.93	15	T										
"	HOU S*	See Note	See Note	See Note	"		"	MSY P*	.71	.38	15	Th	"	"	"	"	"	"	"										
"	MSY S*	See Note	See Note	See Note	"		"	HOU P*	.74	.42	15	W	"	"	"	"	"	"	"										
Tehran, Iran	LGA AO*	2.10	1.875	.30	Dly		"	BRO P*	.74	.42	15	W	"	"	"	"	"	"	"										
"	LGA BO	1.78	1.32	15	Sa,M,T,Th,F		"	CRP P*	.74	.42	15	W	"	"	"	"	"	"	"										
"	IDL AF	1.78	1.32	15	Weekly		"	LAX P*	.87	.56	15	W	"	"	"	"	"	"	"										
"	BOS AF	1.74	1.30	15	"		Tunis, Tunisia	LGA AO*	1.57	1.183	21	M,W,Sa	Mexico	MIA P*	.34	.17	.10	Dly											
"	IDL K	1.76	1.32	15	Sa		"	BOS AO*	1.54	1.180	21	M	"	MSY P*	.39	.16	.10	Dly											
"	IDL SR	1.76	1.32	15	Sa,M,W,F		"	IDL AF	1.24	.93	20	Four Wkly	"	HOU P*	.36	.19	.10	Dly											
"	EWRT TC	1.70	1.39	...	Frequently		"	BOS AF	1.22	.91	20	Four Wkly	"	BRO P*	.34	.15	.10	Dly											
Tela, Honduras	MSY TA	.46	.35	...	M,W,F		"	IDL K	1.22	.91	20	Four Wkly	"	CRP P*	.35	.17	.10	Dly											
"	MEX TA	.23	.20	...	T,Th,Sa		"	IDL K	1.24	.93	15	T,F	"	LAX P*	.40	.30	.10	Dly											
Tokyo, Japan	LGA BO	2.56	1.17	15	Sa,M,T,Th,F		Tuxpan, Mexico	HOU P*	.17	.12	15	Dly	"	IDL SR	1.17	.88	15	Dly											
"	BOS P	3.21	2.77	15	Sa		"	BRO P*	.12	.06	15	Dly	"	LGA AO*	1.004	.21	...	Sa,M,W,F											
"	LAX P	2.35	1.76	15	Sa,W,F		"	CRP P*	.15	.09	15	Dly	"	BOS AO*	.974	.21	...	W,F											
"	SFO P	2.35	1.76	15	M,Th,F		"	LAX P*	.34	.27	15	Dly	"	"	"	"	"	"	"										
"	PDX P	2.35	1.76	15	F		Tuxtla, Gutierrez, Mexico	"	"	"	"	"	"	"	"	"	"	"	"										
"	SEC P	2.35	1.76	15	F		"	MIA P*	.47	.23	15	Dly	Wadi Haifa, Ang. Eg. Sudan	LGA BO	1.65	1.21	15	Sa,M,T,Th,F											
"	EDF NW	2.28	1.70	15	Four Wkly		"	MSY P*	.44	.23	15	Dly	"	LAX P	1.54	1.16	.20	Dly											
"	CHI NW*	2.28	1.70	15	Four Wkly		"	HOU P*	.26	.20	15	Dly	"	SFO P	1.54	1.16	.15	F											
"	CLE NW*	2.28	1.70	15	Four Wkly		"	BRO P*	.24	.16	15	Dly	"	PDX P	1.54	1.16	.15	F											
"	YIP NW*	2.28	1.70	15	Four Wkly		"	CRP P*	.23	.18	15	Dly	"	SEC P	1.54	1.16	.15	F											
"	LAX NW	2.28	1.70	15	Four Wkly		"	LAX P*	.40	.31	15	Dly	"	OAK TR	1.39	1.01	15	"											
"	MKE NW*	2.28	1.70	15	Four Wkly		Usumbura, Belgian Congo	"	"	"	"	"	"	"	"	"	"	"	"										
"	MPS NW	2.28	1.70	15	Four Wkly		"	IDL S	2.23	1.67	...	M,Th,Sa	Warsaw, Poland	LGA AO*	1.45	1.089	21	M,F											
"	LGA NW	2.28	1.70	15	Four Wkly		"	MIA P*	1.16	.63	15	F	"	IDL SR	1.36	.95	15	Sa,M,W,F											
"	PIT NW	2.28	1.70	15	Four Wkly		Uyuni, Bolivia	MSY P*	1.22	.70	15	F	"	IDL AF	1.26	.95	15	M											
"	PDX NW	2.28	1.70	15	Four Wkly		"	MSY P*	1.22	.70	15	F	"	BOS AF	1.24	.93	15	"											
"	SFO NW*	2.28	1.70	15	Four Wkly		"	HOU P*	1.25	.73	15	Th	"	IDL S*	1.42	1.02	...	M,Th,S											
"	DCA NW	2.28	1.70	15	Four Wkly		"	BRO P*	1.25	.73	15	Th	"	IDL SR	1.39	.95	15	Sa,W											
"	BOS A*	2.60	1.88	15	Dly		"	CRP P*	1.25	.73	15	Th	Whitehorse, Canada	SEC P	.35	.14	.10	T,Sa											
"	CHI A*	2.61	1.88	15	Dly		"	LAX P*	1.38	.87	15	Th	Windor, Ont., Canada	LGA A	.20	...	...	Dly									
"	CLE A*	2.54	1.81	15	Dly		Vancouver, B. C., Canada	"	"	"	"	"	"	CHI A	.12	...	...	Dly									
"	YIP A*	2.63	1.90	15	Dly		"	SEC U	.04	.021	10	Dly	"	LGA T*	2.14	.066	...	Dly											
"	LGA A*	2.58	1.84	15	Dly		"	LGA U	.90	.255	10	Dly	"	CHI T	.12	...	...	Dly									
"	DCA A*	2.68	1.92	15	Dly		"	LGA T*	10.13	.375	...	Dly	Winnipeg, Man., Canada	LGA T*	5.75	.20	...	Dly											
"	OAK TR	1.80	1.81	124	"		"	SFO BO*	.11	.08	15	Dly	"	GFK W	.04	...	...	Dly									
"	"	"	"	"	"		"	HJR BC	.82	.61	...	Sa & Alt. T,W	"	"	"	"	"	"	"										
Toronto, Ont., Canada	LGA A	.12	.07	.04	Dly		Varadero, Cuba	MIA P*	.12	.08	15	Dly	"	"	"	"	"	"	"	"									
"	LGA T*	1.78	.941	10	Dly		Venice, Italy	IDL AF	1.14	.86	15	Dly	"	"	"	"	"	"	"	"									
Trieste, Italy	IDL AF	1.14	.86	15	"		"	BOS AF	1.12	.84	15	Dly	"	"	"	"	"	"	"	"									
"	BOS AF	1.12	.84	15	"		"	IDL AF	1.14	.86	15	Dly	"	"	"	"	"	"	"	"									
"	LGA AO*	1.47	1.103	.27	"		Veracruz, Mexico	MIA P*	.39	.19	15	Dly	Zagreb, Yugoslavia	LGA AO*	1.22	.92	15	Dly											
Trinidad, Cuba	MIA P*	.15	.09	15	Dly		"	MSY P*	.34	.18	15	Dly	"	IDL SR	1.16	.87	15	Sa,W											
"	BOS AO*	1.49	1.116	.21	Sa,Th		"	HOU P*	.21	.16	15	Dly	"	IDL S	1.22	.92	...	M,Th,Sa											
"	LGA BO	1.33	1.02	15	Sa,M,T,Th,F		"	BRO P*	.19	.12	15	Dly	"	LGA TR	1.20	.80	124	"											
"	BOS TW	1.33	1.00	15	"		"	CRP P*	.20	.13	15	Dly	"	HPD TR	.95	.80	124	"											
"	CHI TW	1.42	1.09	15	"		"	LAX P*	.25	.28	15	Dly	"	IDL SW	1.00	.80	20	"											
"	YIP TW	1.40	1.07	15	"		"	DAL B	.42	...	...	Dly	"	IDL AF	1.16	.87	15	Six Weekly									
"	LGA TW	1.35	1.02	15	"		"	FTW B	.42	...	...	Dly	"	BOS AF	1.14	.85	15	"									
"	PHL TW	1.37	1.04	15	"		"	LRD B	.28	...	...	Dly	"	IDL K	1.16	.87	15	Dly except M									
"	DCA TW	1.38	1.05	15	"		"	SAT B	.35	...	...	Dly	"	LGA BO	1.16	.87	15	Sa,M,T,Th,F									
													"	EWRT TC	1.22	.70	...	Frequently											
													"	LGA TW	1.16	.87	20	Sa,T,W,Th											

International Air Cargo Rates are a standard feature in AIR TRANSPORTATION. This is another typical service for air shippers who require up-to-the-minute data. The rates appearing in this issue were current at presstime.



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NOVEMBER 1949—PAGE 33

THE 513TH *On the Go!*



Fifth in a series of stories on the Troop Carrier Groups who made history in Operation Vittles—the most outstanding air cargo job of all times

RHEIN MAIN, GERMANY—

They say this is a muddy place in the Winter. To buttress this statement, there is a story hereabouts of an officer of the VR-6 Air Transport Squadron, Navy component of the 513th Troop Carrier Group, who, while sloshing along in the mud, found a white cap under his feet. He stooped to pick it up, and lo!—a head was underneath.

"What are you doing down there, sailor?" the officer demanded.

A hand came up to the head in salute.

"Trying to start my jeep, sir," the head replied.

Of course, the preceding falls under the heading of Vittles Humor; but the verbal barrages aimed at the Rhein Main mud have been so highly colored that repetition here probably would bring us into mortal conflict with the postal authorities. The point is that the mud had virtually no effect on the Berlin airlift.

Before the airlift began to taper off as a result of the settlement between the disagreeing powers, someone here sat down with pencil, paper, and a sheaf of statistics, and figured out the percentage of time on duty spent by Vittles pilots. The final figure proved to be 43 percent. And don't play down the on-duty time spent by the ground crews.

The 513th Troop Carrier Group, which is composed of the 330th, 331st, and 332 Troop Carrier Groups and the VR-6 Air Transport Squadron previously mentioned, is one of the two Groups comprising the 7497th Airlift Wing, commanded by Colonel Stanley

By **RICHARD MALKIN**

*Managing Editor
Air Transportation*

T. Wray. Colonel Frank Norwood commanded the 513th, but at the time of my visit to Germany Commander Harry Badger had taken over in the temporary absence of Norwood.

Both the 330th TCS and the 331st TCS arrived here to join Vittles on July 28 of last year, after taking off at Westover, Massachusetts. However, they weren't known as the 330th and 331st at that time; they sported the respective banners of the 11th and 12th Air Transport Squadrons of the 520th Air Transport Group. Each was assigned to temporary duty with the 142nd ATG, before the change to its present status came four months later. At the time of their arrival, both squadrons brought over nine C-54s each.

The 332nd's arrival at Rhein Main came exactly two weeks after its sister squadrons. Known as the 8th ATS, of the 518th ATG, the squadron's eight C-54s had made the flight from Kelly Field, San Antonio, Texas. It, too, became attached to the 142nd ATG for temporary duty; and on the same day that the others became activated as squadrons of the 513th TCG, the 8th, now the 332nd, joined them.

Which brings us to Navy Squadron

VR-6 whose even dozen *Skymasters* flew from Guam to join the 513th TCG on Armistice Day, 1948. If the truth must be known, the two Navy squadrons were the real stars of the airlift. (The second Navy squadron is VR-8, attached to the 61st TCG.)

It was only natural that the keenest sort of rivalry should exist between the 513th and the 61st. Probably the biggest reason was that both Groups were based at Rhein Main. Efficiency ratings of these Groups always were close. On the Howgozit Board—a daily tabular record issued by the *Task Force Times*—the 513th and 61st nearly always clung to each other, struggling for top honors. Here's a typical newspaper report of the 513th's cargo-hauling activities:

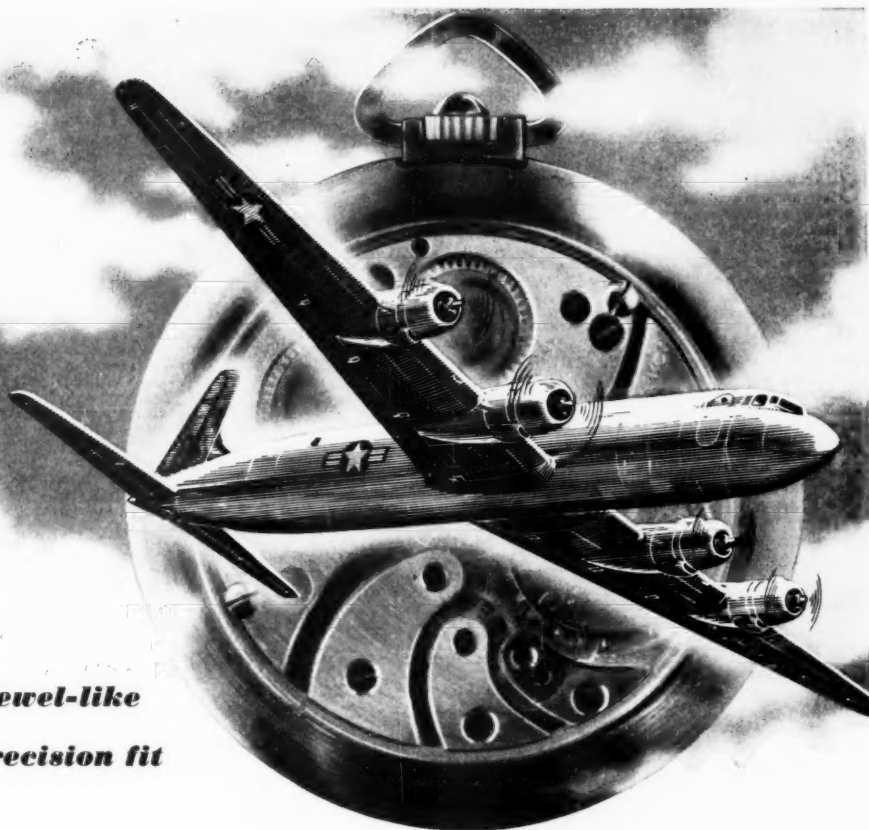
"The 513th TCG made the competition interesting by hauling 28,463.3 tons for 99.9 percent efficiency in January, 25,011.5 for 99.6 percent in February, and 31,336.4 for 106.6 percent in March."

Not even a World Series game captured more interest than the Howgozit Board. I was present the time the 60th TCG, based at Wiesbaden, posted a claim to the effect that it was the second Group to exceed its monthly quota of Berlin-bound freight. The shriek emitted from the 513th's headquarters jostled the local natives' memories back to the days of air raid alerts.

"What's the goddam idea?" an officer of the 513th yelled. "We beat 'em by exactly seven minutes."

A later check proved that the 513th's

(Continued on Page 94)



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...save time and maintenance headaches!*

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With prices down 10%, Douglas parts offer top economy. All parts are manufactured to Douglas quality standards. Their exact precision fit eliminates

costly time charges...gets planes back in service hours sooner. Over 50% of all parts ordered are *ready for immediate shipment!*

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MORE PEOPLE FLY MORE PLACES BY DOUGLAS



(REG. U. S. PAT. OFF.)

SCANDINAVIAN AIRLINES SYSTEM has inaugurated direct New York-Hamburg service, marking the first time that that German city has been linked to the United States by one-carrier service. DC-6s do the transport job, departing on Fridays and arriving in Hamburg the following day. Return flights leave the German city on Mondays, landing at Idlewild on Tuesdays. Other days of the week, the city is served by SAS through its own connecting services.

Another inaugural flight was scheduled for October 26. New York to Asiatic points—via one carrier. Route: New York-Copenhagen, Zurich, Rome, Damascus, Karachi, Calcutta, Bangkok.

Resumption of KLM service to Lydda, Israel, was announced last month. *Constellations* connect at Amsterdam with KLM's DC-6s, which fly non-stop to Lydda.

October was the month KLM celebrated its 30th anniversary, which makes it the grandfather of all existing civil air transport companies. KLM, which now serves Europe, the Near and Far East, and North and South America, boasts a number of important firsts:

- It operated the first closed-cabin passenger plane.
- It opened the first air-travel booking office.
- It operated the first long-distance charter flight.
- It operated, for many years, the world's longest air route.
- It was the first European airline to operate a transatlantic service to New York.
- It was the first airline to carry a flight engineer.

Dr. Albert Plesman, president of the Dutch airline, also heads the International Air Transport Association.

In exchange for three DC-3s, Pan American World Airways has acquired a 36 percent interest in Middle East Airlines of Lebanon. MEA operates scheduled services from Beirut to Cairo, Damascus, Baghdad, and Nicosia, as well as charter flights to the Persian Gulf area and Turkey.

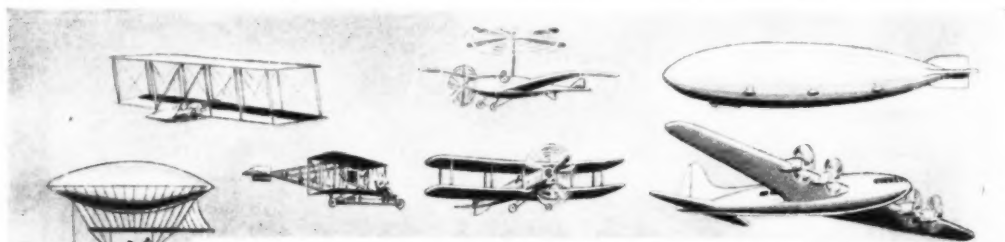
Pan Am's Pacific-Alaska Division reports record loads of cargo during the first half of this year. According to Harvey Hancock, division traffic manager, cargo and mail jumped 52 percent above the January-June, 1948, figures.

The Hawaiian dock strike, which lasted from May through August, was a boon to Pan Am's Mainland-to-Hawaii cargo totals. The 709,909 pounds hauled during the four months represented a 318 percent increase over the figures for the same period last year. Perishables formed a large part of the cargo flown from the Mainland.

If Humphrey Toomey, Pan Am's Latin American Division head, is correct, jet liners soon will be operating between Miami and Panama in about two hours. Predicting airline speeds of 550 miles an hour, he pointed out two requirements for such speeds: fast planes and fast airports. We know plenty of cargo men who will agree—particularly with the latter requisite.

The question of that planned Pan American Overseas merger has been extended mutually to March 13, 1950. On that date, either PAA or AOA will have to extend the purchase agreement to June 13 of the same year. According to the revised agreement, Pan Am shall pay \$17,450,000 for the assets of AOA, assuming in addition the liabilities of the latter.

The figures prove it: Seaboard and Western Airlines' United States-Switzerland service.



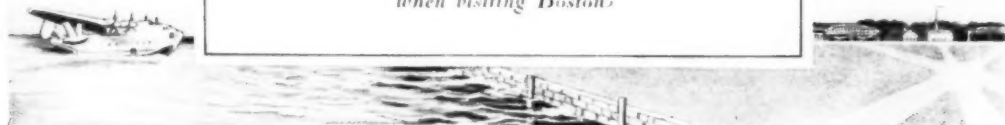
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Vitamins, valves
Yeast, yacht supplies
Zinc plates, zircon rings

"Seventeen years ago, we started shipping small packages of medical and optical supplies by Clipper Cargo. Today, we are shipping everything from A to Z in cargoes up to 22,000 lbs. And we feel this has only scratched the surface!"

"We are continuing to increase our Clipper Cargo shipments because we know that we can depend on Pan American's schedules for fast delivery to remote places in the world. We also know that we can depend on Pan American's prompt and reliable collection on our C.O.D. shipments."

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No. 8 HEAVY CARGO

VERIFIED CASE HISTORIES TO HELP THE SHIPPER

American

One of the largest shipments of air freight via American Airlines originated in Texas when a 20,000 KVA turbine generator broke down at the Dallas Power and Light Company last Winter.

This generator was going to help bear the load of Dallas' power supply for the coming Summer. A quick repair job was needed. Much of the work had to be done at General Electric Company's plant in Schenectady, New York. The problem was to get 40,000 pounds of laminations (iron) to Schenectady and back as soon as possible.

American Airlines pointed out to the company that the laminations could be transported from Dallas to Schenectady in about 10 hours—a saving of several days over surface transportation.

Officials of the Dallas Power and Light Company decided to use air freight. Three shipments were made to Schenectady on successive days, totaling 38,000 pounds. A return movement was made of about 20,000—making a two-way total of almost 60,000 pounds.

The Service Engineer, GE's house organ, told of another outstanding example of a turbine generator which had been damaged, being fixed in "just four months and five days after failure." With air freight, a much bigger job was completed in "record time of seven weeks and four days."

Braniff

When Ecuador was struck by a devastating earthquake early in August, Braniff International Airways, which serves that South American country with four-engine airliners, was right on the job transporting supplies. The largest single item transported by Braniff was a 2,000-pound water purifying unit, donated by the manufacturer. The airline carried the water purifying equipment free of charge to stricken regions, also transporting some 15,000 pounds of other emergency earthquake relief supplies to Ecuador.

The water purifying unit was loaded in a Braniff plane at Dallas, and reached Guayaquil 15 hours later. Tom Collins, sales representative of the company that donated the unit was given transportation to Ecuador, along with the unit. Ecuadorian Red Cross officials met the Braniff plane, and transferred Collins and the equipment he accompanied to another plane which flew them to Ambato, center of the quake area. As the quake had destroyed all electricity sources, a gasoline pump was taken along to operate the purifier.

For a time the Braniff-transported purifier was the only source of pure water in the Ambato region. The unit was set up at a creek and lines of natives filed by to obtain the precious water.

Galo Plaza Lasso, President of Ecu-

dor, personally thanked Collins and Braniff for their first-rate job.

Colonial

An emergency telephone call was received by Colonial Airlines Air Cargo Department one evening in the Fall of 1947 and inquiry was made by the steamship line about flying a 1,580-pound ship's propeller to a stranded vessel in Bermuda, and in a hurry. It was the S.S. *Leondros*, they stated, and she was loaded and scheduled to depart within a 48-hour period.

At 10:00 a.m. the next morning the ton-and-a-half propeller valued at \$1,200 was loaded aboard the big Bermuda-bound colonial *Skycruiser* and ready to take off for the coral isles at the daily scheduled time of 11:30 a.m.

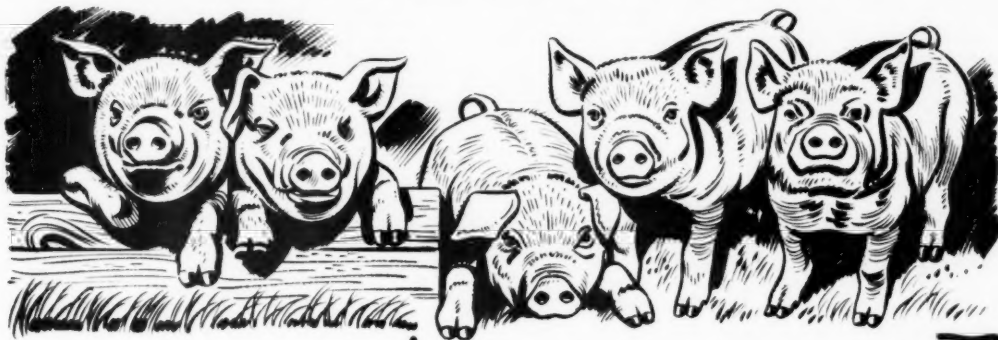
Through the efforts of Colonial's freight department, all customs procedures were expedited at the Bermuda end, facilitating delivery of the huge wheel from Bermuda's Kindley Field to Hamilton Harbor, a distance of 15 miles. Bermuda's narrow, winding roads and its speed limit of 20 miles per hour are in this respect prohibitive to expeditious surface movement of especially cumbersome cargo. However, Colonial arranged with one of the few local trucking concerns to transport the huge propeller with minimum delay.

Needless to say, the prop was installed on the big steamer and departure was effected on schedule.

(Continued on Page 98)

ALONG THE WAY...OF TWA

THESE LITTLE PIGS "FLEW" TO MARKET....



UP...UP...UP...



TWA AIR CARGO AND MAIL CARRIED FIRST SIX MONTHS OF 1949 EXCEEDED 17,800,000 TON MILES. IN LIKE PERIOD, **TWA** INTERNATIONAL AIR CARGO INCREASED

87%. EVERY DAY...MORE AND MORE SHIPPERS USE **TWA**. BETTER GET RATES...THEY'RE LOWEST IN **TWA** HISTORY!



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HELPS SPEED SHIPMENTS TO DESTINATION. COMPLETE ADDRESS PREVENTS MISTAKES...ELIMINATES DELAYS...INSURES PROMPT HANDLING.

BLUE-BLOOD PORKERS...PRIDE OF THE MID-WEST...RECENTLY TOOK TO THE AIR ABOARD A COMFORTABLE **TWA** (TRANS WORLD AIRLINE) ALL-CARGO PLANE BOUND FOR ROME. PIGGIES WERE CONSIGNED TO ITALIAN EXPERIMENTAL AGRICULTURAL STATION AT CREMONA. WHY NOT LOOK INTO THIS EASY...LOW-COST WAY OF SHIPPING ALMOST ANYTHING ALMOST ANYWHERE? MAY SAVE YOU MONEY.



"GENEVA"

SYMBOL USED TO FACILITATE IDENTIFICATION OF **TWA** AIR

CARGO DESTINED TO SWISS CENTER. EACH OVERSEAS PORT OF CALL HAS ITS OWN MARK STAMPED ON LABELS (**TWA** DOES THE STAMPING) SPEEDS SHIPMENTS ABOARD **TWA** ALL-CARGO "GLOBE FREIGHTERS." KEEP **TWA** IN MIND.

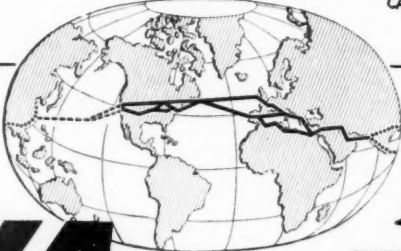


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TRANS WORLD AIRLINE

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BREAK DOWN THAT ANTI-AVIATION COMPLEX

(Continued from Page 9)

better, but there are signs that dawn is near. It is encouraging to see that British Overseas Airways Corporation are operating freight services on the Atlantic route, and British European Airways are operating similar services within their domain. These services will undoubtedly expand considerably, especially when BOAC are able to put the Avro Trader into service.

There can be no economic success until and unless the barriers of conservatism and apathy are broken down, but I am afraid that this attitude toward air freight will persist for some time to come.

Aircraft, even the largest of them, are looked on as mere toys, and not bearing comparison in any way with shipping, but the design and construction of specialized freighters, especially in the United States, is making big strides and the cost per ton-mile being steadily reduced. This tendency is more clearly marked with the increase in size of aircraft.

The ton-mile cost may never reach such a low figure as is obtainable with the most economic cargo vessels, but the superior speed of air transport, *vis-à-vis* surface transport, will eventually more than compensate for the higher initial cost by reason of the increased turnover possible, and the reduction of capital charges.

New Era in Transport

Beyond all doubt, we are on the threshold of a revolution in transport. It must be clearly realized that despite the remarkable progress made in recent years, aviation is *still* in its infancy, and the *dernier cri* of today will be a museum piece and/or outmoded practice in a few years hence. The apathy among shipping people is due to ignorance, a lack of appreciation of what air transport is, and no imagination as regards its future potential value and greatness.

Once this barrier is broken down, I think we shall start to get somewhere. What is wanted is *education*, on a comprehensive and universal scale. It is not enough merely to inform people of the existence of the Baltic Exchange and the facilities it offers, nor will brochures, leaflets and pamphlets, however attractively produced, make any real impression. They are too easily forgotten—if they are read at all.

It is reasonable to suppose that there must be a very considerable amount of cargo available in various parts of the

world which would bear air-freight rates, if only shippers and agents were air-freight minded, and thought in terms of air transport. Such cargoes are probably available not only from the port of origin to London, but to other destinations in other countries—thus universal air transport education will ultimately encourage air tramping, a development we all want to see.

The "educational centers," for want of a better term, would need to be carefully selected, and the views of the Exchange would be represented not only to shipping agents, exporters and importers, but to embassies, legations, consulates, trade commissioners and other appropriate international bodies. People would be able to ask as many questions as they liked, *on the spot*, and receive full and satisfactory answers. It would take time and cost money, but such a course would pay handsome dividends in the long run—both in cash and prestige. Air cargo is here to stay and can be developed by taking bold and decisive action—but it must be done *now*.

With the gradual breakdown of the anti-aviation complex, the flow of air freight will be stimulated, firm inquiries from overseas shipping agencies, etc., will increase, and—a very important factor—aircraft operators will be enabled to quote on a one-way

charter basis, knowing that there is a very reasonable chance of obtaining return loads without undue risk.

This would benefit all parties—brokers, charterers and operators alike—as the days have gone when a charterer will pay for the round trip, with an empty flight in one direction. That kind of thing does not happen in shipping practice, and its elimination from air transport should have the highest priority; air-freight charter simply does not stand a chance until it is eliminated.

As in shipping, there are bound to be "in ballast" journeys, but these will naturally be kept as short as possible, and the business procedure governing such voyages will no doubt follow a close parallel to marine custom, in which quotations are made on a tonnage, as opposed to a mileage, basis.

Market Research

A great deal of work needs to be done on market research. This is of paramount importance, and a curriculum of export market study should be carefully worked out and correlated to the programme of overseas publicity, to ensure, as far as possible, a gradual build-up to a steady flow of exports and imports, giving all-the-year-round employment and utilization of aircraft, as against present spasmodic work with low and uneconomic utilization.

The present aircraft utilization figures of about 1,000-1,200 hours per annum are far too low, though it represents about the best that can be



Here's the much-publicized Avro C-102 Jetliner, designed by its builders, A. V. Roe, Canada Ltd., to fly 50 passengers and cargo at a maximum cruising speed of 427 miles per hour at 30,000 to 35,000 feet. Length is 82¾ feet and wingspan is 98 feet, one inch.

achieved in present circumstances; we should aim for at least 3,000 hours per annum. There will always be what one may term "job lot" of work, i.e., irregular but urgent work, such as the supply of ships' machinery, spares, medicines, etc.

The evolution of air freight to date has been rather haphazard so that, with the possible exception of seasonal fruit traffic, there is little, if any, regular commodity trade. Even the fruit trade has fallen off severely, due to controlled retail prices and the post-war rehabilitation of European surface transport, which has made rapid strides in the last year or so, and can now provide refrigerated railway wagons.

Exhaustive List

The range of items and products which would repay a detailed study is great, and the following selection is taken at random for an import and export list. Medical supplies; mining and quarry products; mining machinery; textiles, fresh fruit, vegetables and flowers; hides and skins; cutlery, hardwood and implements; ships' machinery and spares; electrical goods, bulbs and apparatus; apparel; footwear; livestock (cattle and race-horses); rubber manufactures; chemicals, drugs, dyes, and colors; cosmetics; dairy produce; vehicles; tobacco and cigars; cameras; clocks and watches; film and other photographic material; optical instruments; ophthalmic instruments; surgical instruments; scientific instruments; radio telecommunication equipment; radio sets; television sets; radar equipment; telegraph and telephone equipment; valves; machinery of all kinds—typewriters, printing, gas and chemical; aircraft and aero engine parts. Manufactured articles in great variety . . . and so on. And the list is by no means exhaustive.

One well-known London air broker has said that if he had known two or three years ago what he knows today, he would never have arranged a freight charter or made a fixture of any kind until a thorough programme of market research had been undertaken, and a properly concerted plan of action had been drawn up. An intelligent study of market statistics would enable canvases for air-freight business to be well and profitably directed.

The same broker suggested another method of assessing the quantity of any particular commodity available; it is that all commodity parcels offering, from as low as one kilogram in weight upwards, should be declared, so that should the total be large enough, a commodity rate could be obtained from

the scheduled airlines for regular shipments. If the immediate quantity offered to any particular destination were large enough, it would be a clear indication that a charter should be sought and arranged.

In short, the idea is to start what may be termed a paper warehouse; the amounts could be entered on a large sheet of paper in charge of a responsible official, or even chalked on a blackboard. The suggestion has much to commend it, and should be an easy matter to put into practice. In fact, I believe that such a custom has already been inaugurated, with success, on the recently opened Paris Air Freight Exchange.

This brings me to the question of an operations chart or map showing up-to-date positions of aircraft in any given part of the world, and kept current from day to day, or from hour to hour if and when necessary. Unfortunately, such a chart does not exist, though its establishment was mooted over a year ago, and at the time acclaimed with great enthusiasm.

Operators Blamed

I think the operating companies themselves are to blame to a great extent for this lapse, and not the brokers. There seems to be a marked reluctance on the part of operators to supply this vital information, presumably for fear that competitors should see the disposition of their aircraft.

While there is as yet no such chart there is, it is true, a notice board which purports to give information about aircraft movements and positions, but on examination, it proves to be nothing more than a series of letter headings of certain charter operators, stating that their machines (appropriate details of which are given) are available at any time to fly in any direction—from United Kingdom base. I suggest that this practice is wrongly conceived, and it is the job of the brokers to make it known on the Baltic what aircraft are available, and where.

With the world-wide expansion of air freight, the need for such a map or chart will become imperative, as brokers simply will not have the time to telephone operators one by one to ask them if they have an aircraft available at, say, Sydney or Singapore; the information must be on the chart—available at once for all to see. In any case, it is not the brokers' job to prize these facts out of the operators.

With the gradual conquest of inertia and the growth of air freight on sound, economic lines comes the all-important question of fleet re-equipment when

present aircraft, already obsolescent, are due for replacement. And that day is very near—much nearer than many realize.

There are no more converted bombers available at bargain prices, and I regard this as a good thing, because it means that our designers and constructors must now apply themselves seriously to the production of specialized freighters, i.e., functional aircraft, specifically designed to perform a highly specialized task.

Dakotas, Yorks, Lancastrians and Haltons, valiant warriors that they are, have had their day, and we would have been in a sorry plight without them, but quite obviously they cannot be expected efficiently and economically to fulfill a task for which they were never designed.

The subject of specialized freighters deserves a paper on its own, but unfortunately there is not the space to deal with it here. The Bristol Aeroplane Company, with commendable foresight, pioneered the Type 170 *Freighter*, and have now acquired a wealth of valuable operating experience and knowledge. It is a first-class machine in the short and medium haul category, and has proved itself thoroughly, as its success on the Berlin Airlift will testify.

The Paris Air Freight Exchange has already been mentioned; in addition, there is one now functioning at Antwerp, and it is proposed that one be started in Oslo. Others will undoubtedly follow in due course.

The world's air-freight charter companies form a young, keen industry of proven commercial, operational and technical ability. Given all reasonable help and a fair chance to expand, they will demonstrate conclusively that air transport can "fly by itself," and achieve in the air what has already been achieved on the seas. A great task lies ahead of the Baltic and other freight exchanges of the world.

Break Down that Anti Aviation Complex appears here through cooperation of Shell Aviation News.

GIRAFFES? NO!

(Continued from Page 15)

pressed belief that in a few years the airlines will do so much business hauling air cargo at a good profit that the CAB or whatever government body in control will have a difficult job keeping the airlines concerned with carrying passengers."

Those of us who bear the brunt of "unique cargo shipment" news releases can rest easy for the moment. So far, we have yet to hear of SAS having signed a contract with an animal dealer

who may insist on bringing over a sample giraffe. But knowing SAS' spirit of pioneering, it is conceivable that, in the not-too-distant future, we will some morning find that we've been invited to a press preview of SAS' new "Retractable Giraffe Accommodator." When not being used by the long-necked, silent citizen of the African veldt, it will be a double-in-brass gimmick for the long-legged and not-so-silent passenger aboard SAS' wonder-

ful luxury planes. It must come to that! We know, because we once tried to get a giraffe to lower his conning tower so he'd fit into a picture we were trying to take. Maybe an SAS agent had the same experience trying to fit one into a plane, with the same luck!

That's it! That's why he probably phoned Mr. Ludvigsen and said, "Please, Mr. Ludvigsen, from today on no giraffes please—but almost anything else."

BEEF ON THE WING

(Continued from Page 37)

MacRobertson-Miller Aviation Pty. Ltd. agreed to back a company. Blythe established a mobile killing unit, an abattoir, and two chilling chambers at Glenroy Station, about 150 miles from Wyndham. About half a dozen big stations promised to support the scheme and to supply over 4,000 head of cattle.

The airlift, using a MacRobertson-Miller DC-3 "beef" freighter, began on May 13, 1949. Captain Jordan piloted the first load which landed 13 carcasses, 13 skins, and 13 sets of edible offal at Wyndham without mishap. No attempt was made to hand-pick the first load, which averaged 661 pounds a carcass compared with the Wyndham meat works average of 563 pounds. The export quality was mostly first-grade, but some of the meat was marked down because of bruising. Blythe said later that this was caused because some of the workers were over-anxious to get the operation moving.

By the middle of the killing season (July 12) the company had treated 826 cattle, an average of about 100 a week. The average weight was 594 pounds, and about half the meat was first-grade export quality and another 37 percent second-grade. Dressed cattle over the same period averaged 563 pounds.

Three of the biggest stations supplying Glenroy are within 50 miles of the abattoirs. Before the beef airlift these stations had to drive their killing cattle about 250 miles over very rugged country. The greatest distance that cattle have been driven to Glenroy was from Fossil Downs, about 90 miles by stock route against 290 miles overland to Wyndham.

Nevertheless, critics point out that the saving in weight will not be so big as at first expected. There is evidence, for example, that the original station muster causes greater loss of weight than the overland track. In addition, Glenroy has no facilities for dealing with low grade cattle. Consequently, some growers fear that they will be left without a market for these beasts if they use the airlift exclusively. At present the Wyndham meat works,

which can deal with all types of cattle, buys the few low-quality beasts in a big draft. It is doubtful whether the meat works would be prepared to take rejects from Glenroy.

Cattle slaughtered at Glenroy are first chilled to a temperature of minus six degrees Fahrenheit. The forequarters and hindquarters are taken from the chilling chambers on a slide rail to the end of a mechanical loading arm from which two men lift them into the plane. The meat is stacked on white canvas floor covering, with the forequarters in front of the compartment and the hindquarters behind them. A plastic covering over the ropes used to tie down the load ensures cleanliness. Edible offal is carried in aluminum containers. During the season it averaged about 25 minutes to load a plane. The flight from Glenroy to Wyndham, at 7,000 feet, takes about 1¼ hours with little change of temperature.

On arrival in Wyndham the meat is unloaded direct into a seven-ton insulated truck and taken to the meat works ready for export. The truck backs right up to the aircraft and the meat is moved from the floor of the plane to hooks in the truck. Hides are usually flown to Derby in 9,000-pound loads and then shipped to Fremantle. Backloading of such commodities as feed, sugar, salt and other station needs is carried out at no more charge than by motor truck.

Besides the plane crew about 25 men are employed at Glenroy as slaughtermen, and for other abattoir duties. Entertainment is provided by showing films with a 16 mm. projector in the open twice weekly. The Glenroy district has plenty of game, including turkeys, ducks and kangaroos. Fishing in the deep pools near the station is a favorite pastime.

Actual operations revealed several unforeseen snags. The works are designed to treat 225 cattle a week, but the carcasses take longer to chill than was expected. In addition, the refrigeration plant broke down several times. The longer chilling time means that,

AIR FREIGHT FORWARDERS

► **Peter A. Bernacki:** The word from Philadelphia headquarters is that the terminal has been modernized for greater production and efficiency in handling air and surface shipments. Two more trucks have been added to the Bernacki fleet. A part of Bernacki's truck fleet operates between Philadelphia and New York, hauling air freight for clearance and dispatch in the latter city.

Two new members have joined the organization in Philadelphia: Harry Numiler, who will head the steamship division as traffic manager; and Stewart Lynn, air and seas traffic representative.

Meanwhile, the Metropolitan Division in New York, under the general management of William Kealey, is forging ahead. It is understood that Bernacki is seeking larger quarters for the establishment of a fully-rounded motor-air-sea terminal in that city.

Leo Strauss, who heads up the Air Division, has added sales work to his operational activities. He is now also in charge of developing air freight traffic potentials for the organization.

Bernacki's new Miami office is located in the 20th Street Terminal Building, Miami International Airport. Telephone: 88-4328. Mail address: Box 168, Miami Springs, Florida.

► **J. D. Smith Inter-Ocean, Inc.:** A branch office has been established in Room 10, 36th Street Terminal Building, Miami International Airport, headed by Frank Backel, who has been with the organization a number of years. The new office is "primarily for import and export by air." Latin American freight and documents should be forwarded directly to the Smith company in Miami. Headquarters is at 39 Beaver Street, New York.

► **Hensel, Bruckmann and Lorbacher, Inc.:** A new service for the importation by air of samples weighing up to 44 pounds whose value does not exceed \$100, has been inaugurated by this firm. The new streamlined service includes customs clearance and store-door delivery. A brochure describing the service may be procured by writing to the firm at 16 Beaver Street, New York City.

Walter Schaaf, president, is in Europe on an eight-week tour, visiting agents and correspondents of the firm in Germany, Holland, Belgium, France, Switzerland, Denmark, Sweden, and England. H. J. Anhalt, secretary, also has left the country for a business visit to Germany. It is understood that the officials of the company are developing air traffic as a result of discussions with their agents abroad.

► **L. Figueiredo (USA) Corporation:** An air freight forwarding division of this foreign freight forwarding firm has been opened under the direction of M. D. Hansen. Hansen, who formerly served as traffic manager of the Whitehall Shipping Company, is assisted by James F. Martin, late of the American Express Company. Headquarters address is: 52 Broadway, New York.

when the two chambers are full, killing must stop until it is possible to remove the carcasses. There are no facilities

AIR CARGO PROFILES . . .



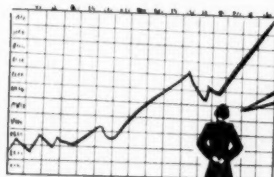
P.A. BERNACKI

THE YOUTHFUL AND DYNAMIC
OLD-TIMER, WHOSE AIR-FREIGHT
FORWARDING OPERATIONS ARE
AMONG AMERICA'S BUSIEST!

PETE HAS
BEEN IN FREIGHT
TRANSPORTATION
SINCE 1931 - FROM
DRIVER'S HELPER TO
FREIGHT SOLICITOR FOR
SEVEN OUTFITS AT ONCE!



WE'VE GOT TO
GET THERE
ON TIME!



I GUESS I'LL
HAVE TO
BUILD ANOTHER
FLOOR

HE WAS FIRST INFO-RWARDING IN
PHILADELPHIA, WHERE HE OPENED
HIS OWN FREIGHT TERMINAL IN
1940 - IT IS NOW ONE OF THE
BIGGEST IN AIR SHIPPING!



PETE LIKES TO
TELEPHONE AND IS
IN CONTACT WITH HIS
FAR-FLUNG OFFICES
CONSTANTLY - THIS GOES ON
TO A BACKGROUND OF
GOOD MUSIC!



HE'S TOO BUSY
TO HAVE A
HOBBY - BUT IF
HE HAD TIME
PETE WOULD
PLAY GOLF!

BUDBIER
AIR
TRANSPORTATION

for boning meat or treating low quality cattle. Some cattlemen contend that their beasts lose condition in the stock yard waiting to be killed. For these, and other reasons, the number of cattle promised for treatment were not all delivered. The manager, Gordon Blythe, believes that the company will have to spend a further £A10,000 to enlarge the chilling space, improve the stock yards and carry out other developments.

Despite these initial setbacks, Air Beef Ltd. is confident that the beef airlift has an Australia-wide future. The Queensland State Government is already considering the possibilities of a similar scheme for the isolated cattle country around the Gulf of Carpentaria.

Enthusiasts believe that one day small abattoirs will be dotted about the northern cattle country and a fleet of "beef freighters" will provide a regular service to export points at Wyndham, Darwin, Cairns, and Townsville. Experts, however, believe that the experiment is doubtful at distances of over 300 miles from a port. Economically, the scheme holds out greatest advantages where stock routes are particularly bad. Most of its advantages are long-term. By enabling growers to market younger cattle the airlift may lead to increased carrying capacity and better quality beef.

Matter of Economics

The success or failure of the Glenroy scheme is largely a matter of economics. Experts say that unless the cost of killing, transporting by air, and handling at the port meat works is reduced to a total of less than 3½d. a pound, the scheme will be less economical than the present method of droving. The present estimated cost is slightly below 4d. a pound, including 2d. a pound for air transport. Meanwhile, the Federal Government is pushing ahead with its scheme for improved stock routes. It has agreed to finance 507 miles of road and a major bridge across the Ord River as well as meeting half the cost of four main stock routes into Wyndham.

The immediate benefits of these stock route improvements will be felt more in the East Kimberleys and the Northern Territory than in the West Kimberleys, scene of the beef air lift. Actually, only about five percent of Australia's beef cattle come from the Kimberleys and about 11 percent from the Northern Territory. Of the total beef cattle in Australia (about 9,000,000 head) half are reared in Queensland, New South Wales (21 percent) and Victoria (eight percent) both raise more beef cattle than the Kimberleys. The Kimberley turn-off for meat is

about 10 percent of the herd compared with 25 percent for the rest of Australia. The average slaughter weight is about 500 pounds compared with 750 pounds for the other cattle areas. Australia's production of beef and veal for 1948 was 572,6600 tons, slightly above prewar average.

AIR IS THE OCEAN

(Continued from Page 30)

be spent on quicker delivery to the customers.

Which are the advantages of air-freight traffic using planes of a Swiss company? For Switzerland the air is the ocean. Import and export traffic between overseas countries and Switzerland by air is not subject to control by neighboring countries. Strict seclusion of the country, as experienced during the Second World War, will not mean total blockade for Switzerland as soon as the necessary air connections are at her disposal for the importation of

urgently required foodstuffs and raw materials. If Swiss export goods are transported by Swiss planes, the whole proceeds remain in the country. The Swiss Air Transport Company has known how to transfer the reputation of quality to its services and has in this way been able to open up a new source of earnings to the country.

An important factor of export publicity must not be disregarded. Swiss-air airplanes (for passenger, freight and mixed passenger-and-freight transport) which carry the Swiss Cross over lands and oceans, indirectly make propaganda for Swiss products. They remind people again and again that Switzerland has world-wide connections and creates new ones. It may, perhaps, appear paradoxical, but it is nevertheless a momentous fact: as international as air transport is in its own structure, it helps to strengthen independence and freedom, the very foundations of existence for the small country in the heart of Europe.

THE 513th ON THE GO

(Continued from Page 84)

record-breaking plane had been clocked at 5:48 p.m., and the 60th's at 5:55 p.m.

Such were the little incidents behind the airlift: the little daily, almost hourly, occurrences which smashed records and hastened the end of the land blockade.

No magazine article—not even a book—can do justice to every facet of the historic airlift. Volumes would be required. Even though the average Vittles man pooh-poohed his role in the airlift an odd sort of shyness, going hand-in-hand with a vast amount of bitching his effort cannot be turned aside. In the final analysis, thousands of little guys made possible what the brass figured out on paper.

I was at a mobile snack bar manned by a couple of pink-cheeked, toothy German girls, and committed the unpardonable error of referring to my three companions—two pilots and an engineer, all of the 513th—as heroes. I was slapped down so fast, I never again ventured to use the word again. But I have flown in their planes, watched the loading and unloading jobs, gone through their maintenance shops, and I still am at a loss for a better word. A job of the proportions of Vittles is no two-bit operation—and the 513th did much to set a hot pace for the rival Groups.

All of them professed to being sick and tired of the job. They swore at this



Blockaded Berliners watch from afar the operations at Tempelhof



Partial view of 25-ton load of flour flown by a C-74 into Berlin

and swore at that, condemned the ignorance of certain superiors, but continued expending greater effort to establish new tonnage highs. Symptomatic of all this was the following parody on *I've Been Working on the Railroad*, which I picked up in my meanderings around the base:

I've been working on the airlift
All the live-long day;
I've been working on the airlift,
And I cannot get away.
Can't you hear the engines roaring
Ever so early in the morn?
Can't you hear the engines missing
From eight to early morn?

One evening, at the Wiesbaden Press Center, I had dinner with a captain of the 513th, who took a sober view of the whole situation.

"Don't glamorize us," he cautioned me. "There's nothing glamorous about us at all. No more of that coming-in-on-a-wing-and-a-prayer stuff. All we do is fly coal and flour and equipment to Berlin, and come back empty. The whole business goes 'round and 'round, and I suppose some day it'll stop. We're truck drivers without union wages."

"But whether you like it or not," I said, "you're participating in modern

history. Your children and grandchildren will be reading about and studying Vittles in their classrooms."

"Maybe," he said with a shrug. "Only it doesn't feel that way now. Yesterday I was killing Germans, now I'm feeding them. That's ancient history."

The heyday of the airlift is over. Personnel rotation has been in order for a long while; but the old stories, the old achievements, the old back-breaking work such as on the Big Easter Push earlier this year are being told first- and second-hand over bottles of Danish beer and cokes. The 513th, which was runner-up to the 313th and 317th, at the end of the push (called *Der Tag* by some wags), was happy just the same. Not only had the four squadrons produced an efficiency rating of 187 per cent for the day, but it edged past the rival 61st by three points.

No doubt most of the men of the 513th have forgotten the statistics which were so all-important a few short months ago. But very few will ever forget the ceaseless labors to keep a former enemy capital alive by air.

Heroes? No, not that! they protest. But what else?

AIR COMMERCE

(Continued from Page 86)

land traffic, both eastbound and westbound, has, during the two years of S&W's existence, led this country's air trade with all other European and Middle East countries.

Contained in an economic survey covering the period May 10, 1947-March 31, 1949, the statistics embrace 1,385,000 revenue-miles, more than five million commercial freight ton-miles, and 2,305,006 pounds of commercial freight. S&W, which operates five DC-1s, operates between New York and points in Western Europe and

the Middle East. Nearly three million military freight ton-miles are not included in these figures.

Arthur V. Norden, vice president-general manager, who issued the report based on his company's survey, pointed out that of the total commercial freight flown, 1,672,550 pounds constituted United States exports, and 632,550 pounds imports. Of the eastbound total, 451,005 pounds (27.1 per cent) went to Switzerland, while Swiss westbound cargoes formed 230,217 pounds (36.5 per cent) of the total traffic.

While United States-Swiss air traffic looms high in the Seaboard analysis, there are indications this will not be maintained for long because of the general recovery in Western Europe. For example, company traffic between this country and Italy, negligible during the period covered by the analysis, suddenly came to life in the Spring and has been going great guns right into the Fall. From March through September, a total of 120,347 pounds of imports and exports were hauled by S&W. Company officials state that there is every indication that this segment of the air freight line's routes will become increasingly important.

Westbound traffic always has been a headache. In July, Seaboard's westbound traffic reached a high of 72 per cent of the eastbound traffic. This was 150 per cent above the July, 1948, figure.

Here's how Seaboard's export and import traffic stack up percentage-wise:

U. S. Exports	
Switzerland	27.10%
Belgium	21.20
Germany	17.20
Netherlands	14.60
Greece	4.88
S. Arabia	3.44
Italy	2.88
France	2.38
Egypt	2.10
Scotland	1.48

U. S. Imports	
Switzerland	36.50%
Germany	19.20
Netherlands	15.30
France	11.00
England	8.60
Belgium	4.21
Italy	2.35
Iraq	1.42
Eire	1.30
Scotland .....	.29

And here are some additional aspects of the survey:

Twenty-three-and-a-half per cent of the total tonnage consisted of individual shipments weighing more than three tons, 52 per cent more than a ton, and less than five per cent 100 pounds and less . . . 53 per cent of the total tonnage consisted of merchandise valued at less than \$10 per pound, 37 per cent less than \$5 per pound, and 15 per cent less than \$1 per pound . . . 46 per cent of total export traffic consisted of wearing apparel, 16.4 per cent iron and steel manufactures, 5.7 per cent office supplies, 3.6 per cent medicine and pharmaceuticals, 3.1 per cent dressed and undressed furs, and the rest miscellaneous . . . 16.3 per cent of the import traffic comprised watches and movements, 11 per cent live animals, 10½ per cent iron and steel manufactures and alloys, 8.4 per cent dry goods and fabrics, 8.3 per cent cameras, projectors, and parts, 4.8 per cent leather products, 4.1 per cent household goods and personal effects, 2.9 per cent essential oils, perfume and toilet articles, and 2.9 per cent furs.

S. E. Russ, manager of cargo sales for TWA, recently announced international air cargo rate cuts which meant savings of from three to 19 per cent for air shippers. What with recent foreign currency devaluations, TWA expects a "short-term decline in dollar revenue" which will be "offset by the tremendous impetus given to international trade by the devaluation of currencies." Lowered air cargo rates affect those in the "over 100 pounds" column and "under 100 pounds" column. Specific commodity rates, eastbound, remain the same; but those moving westward have been reduced to conform with the reductions in the basic rates.

Westbound cargo traffic, which has been averaging about half that of eastbound traffic, was upped to 63 per cent during the

January-June period. During the same period, TWA's relation between westbound cargo and total (passenger, freight, and mail) loads rose from nine percent to 12.2 percent.

The Civil Aeronautics Board recently authorized scheduled air transportation of persons, property and mail to Newport News, Virginia, for the first time. Capital Airlines and Piedmont Aviation, Inc., both will provide the new service. Newport News was designated as an intermediate point on Capital's Route 14 between Washington, D. C., and Norfolk, Virginia, and as a co-terminal point with Norfolk on Capital's Route 51. The Board authorized Piedmont to serve Newport News on its Route 87 as an intermediate point between Richmond and Norfolk.

Shippers over Mid-Continent Airlines are saving some 25 percent on consignments of biologicals, drugs, and pharmaceuticals from Kansas City; St. Joseph; Sioux City, Iowa; and Sioux Falls, South Dakota. Lower commodity rates are a result of the recent okay given by the Civil Aeronautics Board. Ted Gilmore, superintendent of mail and cargo, feels that because shipments of "serums and like commodities to Central and South America through the gateways of Houston and New Orleans have been on the increase," a much greater volume will be attracted by the lower rates.

Columbus Day in the United States also signalized the twentieth anniversary of scheduled air mail service between this country and Argentina. It was two decades ago that Panagra inaugurated this service, longest air mail route in the Western Hemisphere. Working in relays, it required a number of land and sea planes to cover the 4,500-mile stretch in 11 days. Today, Panagra's *El Interamericano* has telescoped time for this distance to a mere 21 hours.

Boston, Hartford, Buffalo, Milwaukee, Omaha, and Denver are now being

served daily by airfreighters of the Flying Tiger Line. These six new points have been added to the line's transcontinental cargo operations. To take care of this additional business, the company headed by Robert W. Prescott has added a half-dozen cargo planes to its fleet. Five of the new arrivals are C-46s and one a C-54. This gives the Tigers a total of 15 aircraft: seven C-54s, five C-46s, and three C-47s. Here's how the new scheduled service operates:

Eastbound planes originate in San Francisco at 9:30 p.m.; arriving at Denver 3:55 a.m.; Omaha 7:50 a.m.; Chicago 10:20 a.m.; Milwaukee 12:05 p.m.; Detroit 12:45 p.m.; Buffalo 2:45 a.m.; New York 6:00 a.m., terminating at Boston at 8:00 a.m.

Westbound aircraft depart from Boston 9:00 p.m.; arriving in Hartford 9:35 p.m.; New York 10:10 p.m.; Cleveland 2:30 a.m.; Detroit 4:00 a.m.; Milwaukee 5:00 a.m.; Chicago 6:15 a.m.; Denver 11:30 a.m.; Los Angeles 3:45 p.m.; terminating San Francisco 8:00 p.m.

An earlier westbound transcontinental flight leaves the Tigers' eastern terminus daily from New York at 7:00 p.m., arriving in Chicago 10:00 p.m.; Denver 3:30 a.m.; terminating Los Angeles at 7:45 a.m.

Eastbound a second Pacific Coast nightly flight leaves Los Angeles at 10:00 p.m., arriving in Denver 3:45 a.m.; Chicago 10:00 a.m.; Detroit 1:45 p.m.; Cleveland 3:00 p.m.; terminating New York 5:20 p.m.

San Diego is served on an afternoon schedule, leaving the southern city at 5:30 p.m. to connect with the overnight Los Angeles departure for the East. The southbound flight will leave Los Angeles daily at 1:30 p.m. combining inbound shipments from eastern arrivals.

Recently, Bob Prescott announced a cut in pickup and delivery rates, offering savings of from five cents to 20 cents per 100 pounds. Flower shippers are major beneficiaries. Previously they were charged at a straight box rate, regardless of weight.

New rates allow boxed flowers to be charged on the hundredweight basis. The sliding scale of pickup-delivery charges also benefit the air shipper.

Central Airlines, of Fort Worth, Texas, which already is operating the first of five segments of its certificated route serving 25 cities in Texas, Oklahoma, Arkansas, and Kansas, has ordered three more *Bonanzas*, thus upping its *Bonanza* fleet to 11.

Fernand J. Martens, United States manager of Sabena, has announced the purchase of two more DC-6s. These ships are expected to join the fleet next May. No doubt Sabena's transatlantic service will be stepped up when that time rolls around. The word is that the present three round trips per week will be doubled.

U. S. Airlines, certificated all-freight line, has filed a series of general and specific commodity cargo rates with the Civil Aeronautics Board. General commodity rates cover a number of weight groups, from 25 to 10,000-pound minima. Rates range from 18 cents a ton-mile to 15 cents a ton-mile. Service will be offered along the East Coast.

A string of flexible refrigerated storage centers for perishables will be established at key points along Northwest Airlines' transcontinental system. Compartmentalized for storage at various temperatures as low as 12 degrees below zero, the rooms will incorporate the very latest in refrigeration. Each room will be capable of storing up to 6,400 pounds of perishable cargo. Locations of the centers will be at Seattle, Portland, Billings, Minneapolis-St. Paul, Milwaukee, and Chicago. First one to be completed is at Seattle.

Jim Mariner, NWA's cargo chief, said that in all cases the refrigerators, which have a minimum capacity of 640 cubic feet (one-third the cargo capacity of a DC-4), will be of walk-in design. Chalk up another for Northwest!

Slick Airways has inaugurated daily freight service in Boston, Cleveland, Pittsburgh, Dayton, and Kansas City, as part of the pioneer all-freight air carrier's scheduled service which includes 66 departures every day. The occasion was a big day, made so by the fact that Slick was the first all-freight airline to offer scheduled service. It was the Governor of Massachusetts who proclaimed Air Freight Day, and during the ceremonies Earl F. Slick, youthful president of the airline bearing his own name, and George E. Gardner, president of Northeast Airlines, signed an interline agreement. Several days afterward, Slick and Henri J. Frisier, general manager for the North American and Caribbean Division of Air France, signed a similar agreement.

According to H. D. Koontz, director of commercial sales for Consolidated Vultee, Convair Liners now in service can be modified to carry an additional 1,112 pounds of payload on short hauls and 612 pounds on longer hauls. Increase in gross weight would be only 700 pounds.

Air France recently opened its new route from Paris to Noumea, via Tunis, Cairo, Basra, Karachi, Calcutta, Saigon, Batavia, Port Darwin, and Brisbane. An extra flight a week, in addition to the three weekly, is being made on the Paris-Saigon run.



Dr. A. J. Woudstra, Acting Secretary General of the Netherlands Ministry of Economic Affairs (left), receiving from Jonkheer I. L. van den Berch van Heemstede, Director General of the old International Air Transport Association (right), a plaque marking the room in which IATA held its initial meeting 30 years ago. Looking on are Dr. Albert Plesman, president of IATA and KLM Royal Dutch Airlines (second from left) and Sir William P. Hildred, Director General of IATA. Today IATA finds 63 airlines as members.

M. P. Bickley, United Air Lines manager of cargo sales, who recently addressed the California State Florists Association, stated that entirely new concepts of flower growing and distribution can result from close planning and cooperation between the flower and airline industries. The airlines' responsibilities, he said, are:

- Regular, dependable service.
- Reasonable care and protection to air-borne flowers.
- Adequate ground service.

On the other hand, the growers' responsibilities are:

- Ship flowers developed under proper growing conditions.
- Proper packaging, taking into account any necessary rail or truck movement.
- Notify airline of abnormal loads or special service requirements.

Aside from flower transportation, United reports that on September 16 an all-time air freight high was established for the company. On that day, UAL's planes flew 11,540 ton-miles of freight. This new record was about 14 percent better than the previous one set last March.

The hard dollars-and-cents economics of air cargo transportation—not the glamour of it—was stressed in an address delivered by John F. Budd, publisher of AIR TRANSPORTATION, at the Sixth New England Council's Aviation Conference. Without idealizing the current picture, he discussed both the brilliant prospects and the discouraging bottlenecks in the industry. He said, in part:

"No doubt all of you have been bombarded with all sorts of publicity stories on how the airplane has cut distance and time . . . how it is possible to have breakfast in Boston and lunch in Chicago . . . how a businessman can start out from his home in the morning, close an important deal hundreds of miles away from the city in which he lives, and return home in time for dinner. You have seen newspaper and magazine pictures depicting multi-colored scenes of the Grand Canyon at sunset, Paris in the Spring, skiing in Switzerland, and sunbathing on the sands of Honolulu.

"But what amazes me most of all is that the air cargo business, which most experts indicate will far outstrip the air passenger business in the very near future, is promoted in such a meager fashion. With the exception of a small handful of air carriers, air cargo is looked upon as a noisy upstart, a bawling brat, a barely tolerated nuisance. This is so, because most of the airlines have not learned the valuable lesson of surface shipping history, and are still looking upon the passenger business as the real El Dorado."

He also stated:

"The business of air cargo transportation must be a hard-headed one. I am happy to see that some of the more progressive air carriers have departed from selling air cargo on the false basis of glamour. At the present stage of the game, the consignee must be sold on its economics. The shipper, for example, must be educated concerning the advantages of air freight and the best way to cash in on that. While it is true that present shipping habits are stronger as a result of customs of many years' standing, and that these customers will not be changed overnight, the process can be changed by speeding up an intelligent, aggressive, integrated promotional program."

IT'S AN WORLD

(REG. U. S. PAT. OFF.)

By L. A. GOLDSMITH
Economic Analyst

AUSTRALIA'S FOREIGN TRADE POTENTIALS WITH THE UNITED STATES

Australians have always had a strong attachment for the word "potentialities" as regards all matters pertaining to Australia's progress.

In truth, this word, perhaps, sums up the significance of Australia to itself as well as to the rest of the world. Australia's potentialities are enormous—so much so, it is impossible to do more than barely highlight, or merely mention a very few of the most important factors of the current Australian outlook, both internal and external.

Before going into any details, here is a brief introduction to what might be considered the major angles of interest to American foreign traders.

There is, of course, the overall question of Australia as a general market for the United States, and vice versa. Current figures show many changes in trade trends of the present as compared with those of the immediate prewar past. As seasonal opposites, here we are in the midst of the Fall season while Australia is now enjoying the full flush of Springtime. These climatic variations tend to balance our seasonal changes to mutual advantage, and has considerable influence in plotting sales trends and business promotion. Our own seasonal peaks and valleys are leveled out and makes for orderly and regular deliveries to Australia and American products.

Aviation's progress in Australia is developing all the time and such changes and developments are of course of special interest to readers of AIR TRANSPORTATION. This will be touched on in a later paragraph.

Immigration Factor

Immigration is one of the most important phases under development at the present time and it is a definite postwar policy of the Australian Government to speed up immigration on a scale hitherto never attempted—so much so, that, as Immigration Minister Arthur A. Caldwell said recently, he expects that "most Australians alive today will live to see the country's present almost eight million population increase to 20 million inhabitants." This is a vital factor, as it means not only a speedier development in practically every phase of Australian life, but it also means the creation of a much greater Australian consumer market through this well planned annual influx of newcomers for many years to come.

The standard of living in Australia is one of considerable stability, showing no wide chasms of wealth or poverty. A well established middle class earning capacity provides a steady basis of purchasing power without extremes at either end of the highest or lowest income levels. Australia's basic production of such food essentials as meat, wheat, milk, and sugar gives her people a sense of security and well-being. Their other major raw materials produced, such as wool, furs, hides, skins and minerals, assure Australia that she can well

earn her way in the world of today as well as tomorrow.

There is a further looked-for development afoot in the field of oil—that black magic of modern living. Prospects of discovering oil in commercial quantities in Papua (formerly British New Guinea) are considered to be very favorable. Five existing oil refineries in Australia produce today about 16 percent of its total annual demand; approximately 640,000 tons. Addition of another oil refining plant to produce about 500,000 tons yearly is now being urged by the Australian Division of Industrial Development. The purpose would be not only to save dollars, but also to speed up the development of a wide range of Australian industries. Such a refinery would cost about \$20,000,000.

No doubt the need for such steps of capital investment in the purchase of machinery and plant equipment, is a major reason that a projected dollar loan for Australia is being talked about unofficially in non-Government circles. At this writing, it is impossible to obtain any official confirmation that the loan is under contemplation.

Further expansion of production of Australian silver, lead, and zinc is also under way. This involves a water conservation project at a cost of \$7,500,000 in the arid western area of New South Wales, near Menindie, 70 miles from Broken Hill—the greatest producer of silver, lead, and zinc in Australia. This project will take six to eight years to complete, but it will permit the storing of millions of gallons of flood waters, and will be invaluable when completed. It is expected to expand greatly the production of these key minerals.

Another great project was scheduled to start Oct. 17. This is Australia's "TVA" and is estimated to cost \$640,000,000.

American Investors

Australia is on the march in any number of directions. Americans are already part of this parade of progress. Approximately 50 American companies are established in Australia. These firms represent an aggregate capital of at least 100 million dollars, and cover various phases of industry, such as manufacturing, assembling, buying, and selling.

The Forstmann Woolen Company announced early in September that it had established an Australian subsidiary under the name of Forstmann Australia, Ltd. The new company has been set up primarily to do its own buying of its wool requirements for the firm's factories in this country. For years, Forstmann has been the purchaser of about half of the finest apparel wools produced in Australia, and will continue to do so—only now it will purchase the wool directly, instead of acting through a broker. Forstmann also uses great quantities of the best quality wools produced in this country, but even in

the best of times we have not produced sufficient quantities to meet our own demands. Since the war's end, there has been a decrease of wool production in this country as well as in other countries.

To show the range and variation of types of American industries established in Australia as Australian Companies, here are just a few: General Motors; International Harvester; Parke Davis; Monsanto Chemical; Goodyear Rubber; Eastman Kodak; Heinz Foods; Ingersoll-Rand; Kraft; Birdseye; Armco; Julius Kayser, Ltd.; Australia; Burroughs Adding Machine; Continental Can; Doughnut Corporation.

Trade Background

As regards Australia's marketing possibilities in two-way trading with the United States, one fact stands out vividly when viewed from a perspective of 20 years—1929-1949. The increase in our imports from Australia is amazing. Australia always was an amazing market for the United States. In 1929 it bought from us \$150,000,000 worth of goods, when their population was much less than it is now. We bought from them in that year only \$32,000,000. In those days we had multilateral trade and convertibility of currencies, and they could then buy dollars easily with their pounds sterling. In the calendar year of 1948 we bought from Australia \$129,000,000 worth of goods and sold them \$114,000,000. These official figures will show a slight discrepancy if compared with official Australian statistics, as they use a fiscal year 1948-49 ending June 30.

Looking over the details of those imports from Australia, various figures stand out for comparisons. For instance, that country sold us in 1948-49 a few dollars under \$10,000,000 in rabbit skins alone. Our total imports from Australia in 1938, the last prewar year, was only \$9,000,000. Another significant figure for this latest year in our imports from Australia is our purchases of about \$16,000,000 in lead scrap and lead ore. Of course, wool leads all the rest in our imports—\$68,000,000 in apparel wool and about \$3,500,000 in other types of wool, waste rags, tops, etc. So apparently we are doing all right by Australia in stepping up our imports. During the war years imports went still higher, as did our exports to them. Those, however, were not normal trading years. If these were normal times, and our two countries could trade on the basis of desires and purchasing power, Australia would be buying much more from us. And if our economy continues to keep up at its present level, we, too, should be able to maintain and go beyond our present level of imports.

There are many factors which would improve Australia's dollar position with the United States if trading on her part did not have to be controlled in relation to the exigencies of the sterling position.

For instance, all gold mined in Australia has to be sold to the United Kingdom, and does not earn dollars for Australia directly. Other complicated methods of trading prevent Australia from earning dollars directly from certain of her wool sales and foodstuffs. Until the general world situation settles down, business between Australia and the United States cannot reach the highest level which would be otherwise obtainable—but all things being equal, when a greater degree of normal trading gradually returns, watch out for United States-Australia two-way trade! It will be as good as two keen trading groups can make it.

Aviation is only being touched on here as part of the general Australian picture. It is particularly interesting to note that as of April 2 of this year, Trans-Australia Airlines had the largest internal mileage of any commercial airline in the world! This record is a result of TAA's taking over Qantas' domestic air routes. TAA now has a network of 13,652 unduplicated route-miles within Australia, and serves 51 airports. This changeover was made in accordance with the Australian Government's policy which made Qantas an international air carrier and Trans-Australia a domestic line.

Air Records

New records in all branches of flying were established by the Australian civil air lines last year. Paving passengers totaled 1,350,236 (not bad at all when this is considered in relation to a population of less than eight million). These figures show an increase of 32 percent over 1947. Air freight reached 31,719 tons, compared with 18,472 tons in 1947—an increase of 72 percent.

Route-mileage increased from 39,000 miles at the end of 1947 to 49,000 miles at the end of 1948—an increase of approximately 26 percent. Miles flown totaled almost 36,000, as compared with 29,900 in 1947—a percentage increase of 23 percent.

As regards the internal air cargo development in Australia, the situation seems to be following more or less the same or a similar progress as occurred in this country. First there was the air mail, then shipments of high-priced products having a low weight, and then gradually going in for all types of air freight.

One of the factors which might retard too rapid a development of domestic air cargo, it was pointed out, is the excellent and frequent steamship coastal services which encircle the entire sub-continent. Most of Australia's major cities are situated on the coast, and up to the present time the maritime transportation services seem to have given great satisfaction for the needs which have hitherto existed. With the increase in route-mileage, it is felt that air cargo will increase slowly but surely.

savings on wages, stores and supplies, berthing charges, etc.

A comparison between air and surface transportation is in order. Recently a ship disabled in a foreign port urgently needed gear replacement. The total costs of the breakdown and the shipping of the replacement by surface transportation amounted to \$22,224.85, while the total costs by air cargo amounted to \$5,817.00—representing a saving of \$16,307.85.

This also illustrates the harmonious coordination between air and surface transportation whereby air cargo complements surface transportation especially in critical situations. KLM air cargo has shipped through the years heavy cargo to all parts of the world, heavy machinery to the oil fields of the Near and Far East, ship turbines and propellers, helicopters for agricultural use, etc.

Special cargo planes on regular schedules carry bulky shipments up to 16,000 pounds.

United

Industrial rescue missions flown by United Air Lines' fleet of 20 Cargo-liners are everyday occurrences. Scarcely a flight leaves without carrying some vital replacement part or an uncommon piece of apparatus which will enable a stalled mill, mine or factory to get back into production with lower losses than would have been incurred if the shipment had come via surface carriers.

Some of the heaviest air freight shipments have originated within the transportation industry itself. Recently a 15-foot propeller shaft liner, weighing almost two tons, was flown by United from Shenago-Penn Corporation at Cleveland to the Moore Dry Docks, Oakland, California. The liner was used to speed repairs on a damaged freighter.

A 9,600-pound turbine rotor, built by General Electric in San Francisco, went cross-country aboard a Cargoliner for installation on a tanker, tied up at Hoboken, New Jersey, for repairs. Similarly, a 7,300-pound diesel crankshaft was airfreighted from Chicago to the West Coast, then trans-shipped to a steamer for delivery to a freighter in the south Pacific.

Pianos have been loaded onto Cargoliners, along with Renault cars, 6,500-pound labelers, a two-ton oil cooler, and even a complete radio tower. The latter, weighing 1,888 pounds, was shipped in 11 sections, each approximately 15 feet long. It was flown from the Colberg Boat Works, Stockton, California, to Chicago, thence moved by truck to Radio Station WEAS at Decatur, Georgia.

LESSON IN AIR SHIPPING

(Continued from Page 88)

KLM

The New York Office of a large shipping line received a short while ago the following distress cable: "ENGINE BREAKDOWN STOP URGENTLY REQUEST SHIP TURBINE CALCUTTA STOP SIGNED SS DEVON VICTORY."

The following day the terse answer read as follows: "TURBINE PARTS

SHIPPED TODAY KLM AIRCARGO ARRIVING CALCUTTA IN THREE DAYS."

This exchange of cables between two distant parts of the world vividly illustrates the gigantic strides air cargo has taken in its short history. Shipments of heavy cargo by air has made it possible for shippers to save tremendous sums on operational costs. This means



AIRLINES...pacemakers in travel progress

▲ Airlines have set the pace in today's trend toward faster, more comfortable travel. Only 20 years ago, coast-to-coast travel was an adventure of many hours' flight. Today's 4-engine transports fly more than 50 passengers from New York to California in slightly over 10 hours . . . and in comfort.

▲ This progress of airlines and aircraft manufacturers is reflected in other forms of transportation. To keep pace, surface carriers modernized their own equipment. Result . . . greater safety, comfort and enjoyment for overland travelers . . . and a greater transportation system for America.

▲ In step with major advancements in aircraft design and performance, Sperry has developed instruments to facilitate flying in all kinds of weather for the improvement of schedule reliability. The Automatic Approach Control, for example, operates through the A-12 Gyropilot* to help bring sky giants safely to the runway . . . the Gyropilot itself provides precise flight control for the pilot and makes flying smoother and more comfortable for airline passengers . . . the Engine Analyzer saves time on the ground by detecting engine irregularities in flight before they become serious, thereby reducing over-all transit time.

▲ In the future, as in the past, Sperry research and development *will set the pace* to make air travel more pleasant for the passenger . . . more profitable for the airline operator.

*TRADEMARK REG. U. S. PAT. OFF.

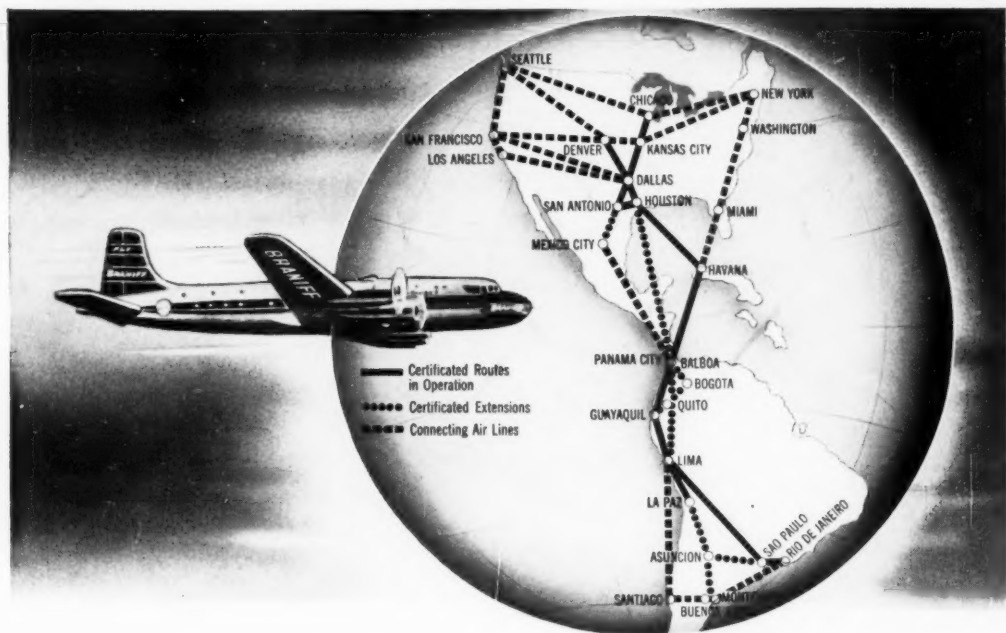
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